# STATE ROUTE 1

# TRANSPORTATION CONCEPT REPORT

## District 12


The Transportation Concept Report (TCR) is Caltrans' long range planning document for each State Highway Route. The TCR provides information regarding route segments, including planned projects and route development concepts for the next 20 years, and existing and forecasted traffic data. Projects identified in the TCR will require environmental and engineering studies before final approval and are subject to change.

**California Department of Transportation**
Caltrans Improves Mobility Across California

Approvals:

Ahmed Abou-Abdou
District 12 Acting Deputy District Director
Planning and Local Assistance

5/22/2012
Date

Cindy Quon
District 12 Director

5/24/12
Date

## TCR Table of Contents

# TRANSPORTATION CONCEPT REPORT
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## ABOUT THE TRANSPORTATION CONCEPT

System Planning is Caltrans' long-range transportation planning program. The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) as it identifies deficiencies and needed highway improvements (Gov. Code §65086). Through long-term System Planning, the department focuses on maximizing total system benefits and on developing a system that meets Caltrans' goals of safety, mobility, delivery, stewardship, and service.

The System Planning process is primarily composed of four parts: the District System Management Plan (DSMP), the Transportation Concept Report (TCR), the Corridor System Management Plan (CSMP), and the Transportation System Development Plan (TSDP). The DSMP provides the goals for the development of the SHS within the whole District, the TCR develops the vision for the future development of each route in a District, the CSMP develops the vision for the future development of those routes which will require active management using strong partnerships with stakeholders, and the TSDP identifies all of the improvements needed within a District to achieve that vision.

### TCR Purpose

California needs long range planning documents to guide the logical and predictable development of transportation systems as required by law and as necessitated by public, stakeholder and system user needs. There is a need for a focused planning document for each highway route and its corresponding transportation corridor in the state.

The purpose of the TCR is to evaluate current and projected conditions along the route and communicate the vision for the development of each route in each Caltrans District during a 20-25 year planning horizon. The TCR is developed with the goals of improving mobility, increasing safety, providing excellent stewardship, and meeting community and environmental needs along the corridor through integrated management of the transportation network, including the highway, transit, pedestrian, bicycle, freight, operational improvements and travel demand management components of the corridor.

# EXECUTIVE SUMMARY

STATE ROUTE 1
PACIFIC COAST HIGHWAY
12-ORA PM R0.13/33.72

## STATE ROUTE 1

State Route 1 (SR 1), also known as Pacific Coast Highway (PCH), provides access to and between coastal cities in Orange County. It is used by commuters, commercial carriers, recreational and some interregional travel, and provides direct and indirect access to shopping areas and to many popular beaches. The average daily traffic varies from about 36,000 to 50,000 vehicle trips. Travelers experience congestion during the week in both the AM and PM peak periods, and on holidays, weekends, and during special events. SR 1 is particularly congested at or near major recreational and tourist areas during the summer season.

## ROUTE CONCEPT

SR 1 will experience increased traffic from regional growth and increased recreational travel. Safety spot improvements, limitation and separation of left turn movements, reduced/combined driveways and access points (typically done with re-development), reduced on-street parking, right turn pockets, bus turn-outs, signal synchronization and other Transportation System Management (TSM) improvements should be provided in the corridor.

A Route Concept of "Maintain Only" was assigned to segments 1 thru 4 and 10 thru 15 and a Route Concept of "LOS D" was assigned for segments 5 thru 9. The concept is consistent with on-going maintenance and spot rehabilitation projects, operational improvements, Americans with Disabilities Act (ADA) improvements at intersections, signal synchronization, and bicycle and pedestrian improvements. Strategies such as reducing or eliminating on-street parking, promoting remote parking, and shuttle services to serve recreational peak travelers are consistent with the assigned concepts.

## CONCEPT RATIONALE

SR 1 serves primarily local traffic volumes and serves as "Main Street" through the cities of Dana Point, Laguna Beach, Newport Beach, Huntington Beach and Seal Beach. Since the expansion of the SHS, the importance of SR 1 as a regional and interregional transportation system network link has diminished. Past relinquishments in the cities of Dana Point and Newport Beach have set the precedent for the future relinquishment of the remaining portions of SR 1.

The concept rationale details why a specific Route Concept was assigned to a specific route considering geometric, right-of-way, environmental and fiscal constraints which render major capacity improvements to SR 1 challenging. Governor's Executive Order (EO) S-13-08 signed in November 2008 directs State agencies planning construction projects in areas vulnerable to sea level rise to begin planning for potential impacts by considering a range of sea level rise scenarios for the years 2050 and 2100. Many local partner agencies are reluctant to consider operational strategies such as the elimination of on-street parking to improve the operational characteristics

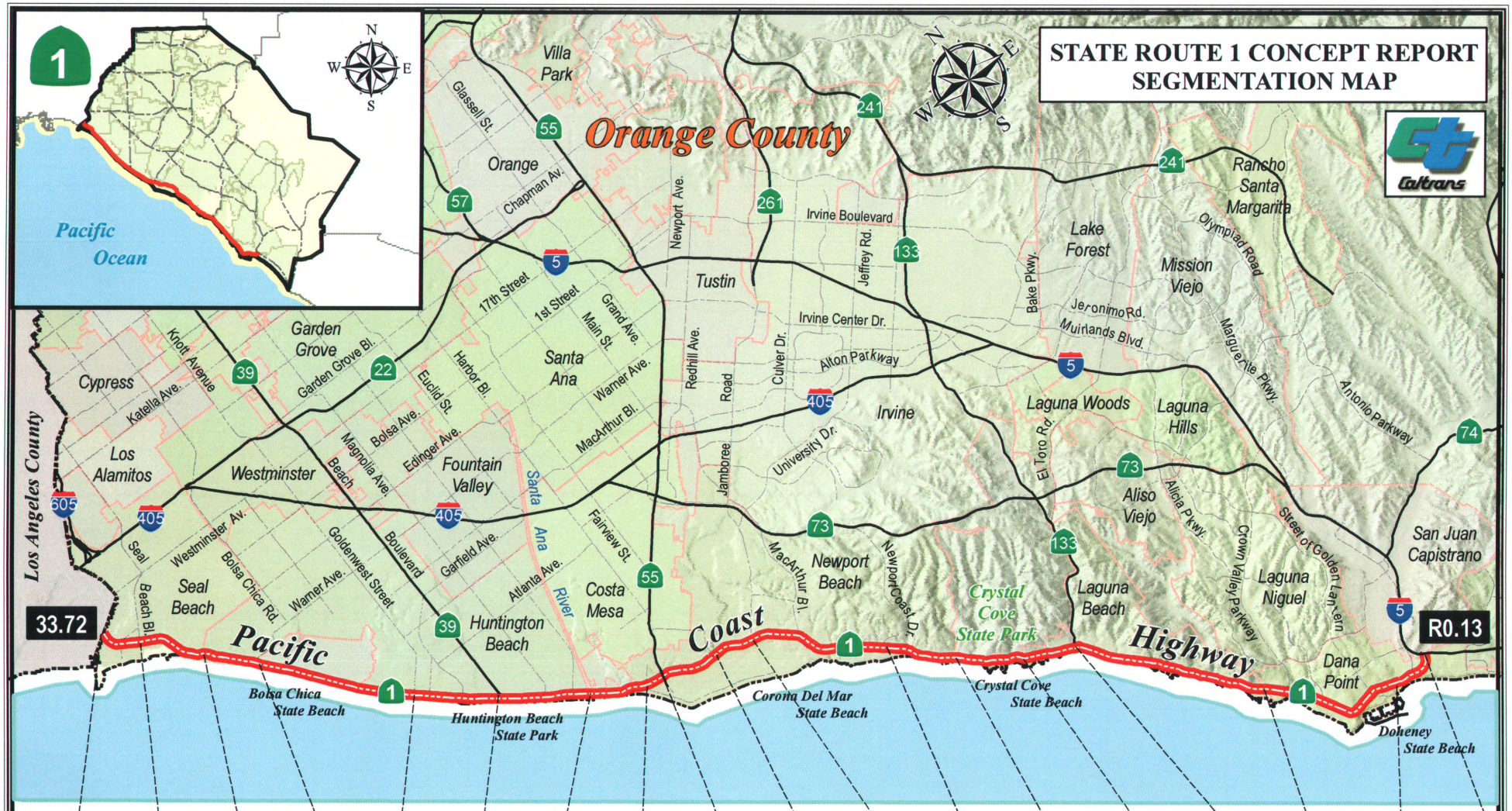
of the route; therefore, a Route Concept of "Maintain Only" was assigned to segments 1 thru 4 and 10 thru 15 and a Route Concept of "LOS D" was assigned for segments 5 thru 9.

SR 1 is a popular bicycle corridor and has significant volumes of pedestrian travel. Consideration should be given to upgrading non-motorized facilities to better accommodate bicycle and pedestrian travel. Expansion and maintenance of Park and Ride lots, remote parking and local shuttle services are effective strategies to reduce vehicle congestion near popular recreational and tourist destinations and should be considered. Through the LD/IGR process, the district will continue to promote the consolidation of access points to SR 1. The district will continue to pursue relinquishment of the remaining portions of the route as opportunities come available.

**LOS SUMMARY TABLE**

| Seg | Postmile | Limits | Jurisdiction | 2009 Existing # Lanes LOS | 2035 No Build # Lanes LOS | 2035 Concept # Lanes LOS |
|---|---|---|---|---|---|---|
| 1 | 0.13-0.96 | I-5 to San Juan Creek | Dana Point | 4 lanes B | 4 lanes B | 4 lanes B |
| 1A | 0.96-4.63 | BREAK IN ROUTE (Relinquished) | Dana Point | X | X | X |
| 2 | 4.63-9.42 | Eastline Road to SR-133 | Laguna Beach | 4 lanes F | 4 lanes F | 4 lanes F |
| 3 | 9.42-11.36 | SR-133 to Laguna Beach City Limits | Laguna Beach | 4 lanes F | 4 lanes F | 4 lanes F |
| 4 | 11.36-13.44 | Laguna to Newport Beach City Limits | Unincorporated O.C. | 4 lanes B | 4 lanes C | 4 lanes C |
| 5 | 13.44-14.10 | Newport Beach City Limits to Newport Coast Dr | Newport Beach | 6 lanes A | 6 lanes B | 6 lanes B |
| 5A | 14.10-17.40 | BREAK IN ROUTE (Relinquished) | Newport Beach | X | X | X |
| 6 | 17.40-18.45 | Jamboree Road to Dover Drive | Newport Beach | 8 lanes E | 8 lanes E | 8 lanes E |
| 7 | 18.45-19.80 | Dover Drive to SR-55 | Newport Beach | 4 lanes F | 4 lanes F | 6 lanes E |
| 8 | 19.80-20.37 | SR-55 to Superior Avenue | Newport Beach | 7 lanes C | 7 lanes C | 7 lanes C |
| 9 | 20.37-21.45 | Superior to East Edge of Santa Ana River | Newport Beach | 6 lanes B | 6 lanes C | 6 lanes C |
| 10 | 21.45-23.74 | Santa Ana River to SR-39 | Huntington Beach | 6 lanes B | 6 lanes C | 6 lanes C |
| 11 | 23.74-25.89 | SR-39 to Goldenwest Street | Huntington Beach | 5 lanes F | 5 lanes F | 6 lanes F |
| 12 | 25.89-29.89 | Goldenwest Street to Warner Avenue | Huntington Beach | 4 lanes C | 4 lanes D | 6 lanes B |
| 13 | 29.89-31.11 | Warner Avenue to Anderson Street | Unincorporated O.C. | 4 lanes F | 4 lanes F | 4 lanes F |
| 14 | 31.11-32.72 | Anderson Street to Seal Beach Boulevard | Seal Beach | 4 lanes D | 4 lanes D | 4 lanes D |
| 15 | 32.72-33.72 | Seal Beach Boulevard to LA County Line | Seal Beach | 4 lanes F | 4 lanes F | 4 lanes F |

# STATE ROUTE 1 CONCEPT REPORT SEGMENTATION MAP




| SEG # | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5A | 5 | 4 | 3 | 2 | 1A | 1 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POST MILE | 32.72<br>33.72 | 31.11<br>32.72 | 29.89<br>31.11 | 25.89<br>29.89 | 23.74<br>25.89 | 21.45<br>23.74 | 20.37<br>21.45 | 19.80<br>20.37 | 18.45<br>19.80 | 17.40<br>18.45 | 14.10<br>17.40 | 13.44<br>14.10 | 11.36<br>13.44 | 9.42<br>11.36 | 4.63<br>9.42 | R0.96<br>4.63 | R0.13<br>R0.96 |
| LIMITS | Los Angeles County Line to Seal Beach Blvd. | Seal Beach Blvd. to Anderson Street | Anderson Street to Warner Avenue | Warner Avenue to Goldenwest Street | Goldenwest Street to State Route 39 | State Route 39 to the East Edge of Santa Ana River | The East Edge of Santa Ana River to Superior Avenue | Superior Avenue to State Route 55 | State Route 55 to Dover Drive | Dover Drive to Jamboree Road | Relinquished to City of Newport Beach in 2004 Doc.# 200400830815 O.R. | Newport Coast Drive to Newport Beach City Limit | Newport Beach City Limit to Laguna Beach City Limit | Laguna Beach City Limit to State Route 133 | State Route 133 to Eastline Road | Relinquished to City of Dana Point in 2004 Doc.# 200500595503 O.R. | San Juan Creek to Interstate 5 |

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**TRANSPORTATION CONCEPT REPORT**
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## SEGMENTATION

For the purpose of analysis, SR 1 was divided into 15 segments based on the following criteria: jurisdiction, intersection with a state highway, major intersection, change in classification, change is traffic volumes, or change in number of lanes.

## ROUTE DESCRIPTION

State Route 1 (SR 1), also known as Pacific Coast Highway (PCH), begins in Orange County at the Interstate 5 (I-5)/SR 1 junction at the boundary of the cities of San Juan Capistrano and Dana Point in southern Orange County. SR 1 traverses the Southern California coastal areas of Orange, Los Angeles, and Ventura Counties and continues north/westerly through coastal central and northern California ending near the City of Leggett, approximately 13 miles south of the Mendocino/Humboldt County line.

## HISTORY

PCH was added to the State Highway System by the State Highway Bond Amendment of 1919 and the route was completed in 1937. It was the first complete north-south highway in California. The impact of the new highway was tremendous as it brought immediate growth to areas of the California Coast that were previously difficult to reach. As cities were born and areas along PCH experienced increases in population, the route was realigned and widened to meet demand. PCH, as it is found today, was constructed and widened under various contracts and developed into the existing conventional highway facility.

In 2004, the California Department of Transportation (Caltrans) relinquished 3.3 miles of SR 1 to the City of Newport Beach from Newport Coast Drive to Jamboree Road (Segment 5A) and 4.7 miles to the City of Dana Point in 2005 from the westerly edge of the San Juan Creek Bridge to the northerly city limits (Segment 1A).

## SR 1 in ORANGE COUNTY

SR 1 extends in a northwesterly direction, primarily adjacent to the coastline, from its beginning at the junction with I-5 in Dana Point to the Orange/Los Angeles County Line (33.7 miles). SR 1 passes through the cities of Dana Point, Laguna Beach, Newport Beach, Huntington Beach, Seal Beach, and Unincorporated sections of coastal Orange County. With the exception of Segment 1, the entire length of the route is within the California Coastal Zone and has been designated eligible as a Scenic Highway.

Four state highways provide access to and from the coastal areas and intersect with SR 1: Interstate 5, Laguna Canyon Road (SR 133), Newport Boulevard (SR 55), and Beach Boulevard (SR 39). Additional access is provided by numerous major county arterials including: Golden Lantern Street, Del Obispo Street, Crown Valley Parkway, Newport Coast Drive, MacArthur Boulevard, Jamboree Road, Brookhurst Street, Goldenwest Street, Warner Avenue, and Seal Beach Boulevard. All of these roads extend inland and connect to either SR 73, Interstate 5 or 405.

In addition to providing access to the many coastal recreational areas (beaches, parks, and harbors), SR 1 provides both direct and indirect access to Newport Center, Hoag Hospital, and commercial/industrial areas in Newport Beach, Costa Mesa, Huntington Beach, and Seal Beach.

SR 1 serves as "Main Street" for the cities of Dana Point, Laguna Beach, Huntington Beach, Seal Beach and the Corona Del Mar community of Newport Beach. These areas experience evening and weekend traffic congestion with significant volumes of pedestrians and bicyclists. Through these areas, SR 1 is lined with hotels, restaurants, art galleries, shopping, and residential uses

**MASTER PLAN OF ARTERIAL HIGHWAYS**

The Master Plan of Arterial Highways (MPAH) was first adopted by the County in 1956. The MPAH was formerly a part of the County of Orange Advance Planning Program (General Plan) Transportation Element, with administration by the Orange County Environmental Management Agency (OCEMA) Transportation Planning Division. The County has been responsible for the MPAH since the 1950s. The MPAH became the cornerstone of the first County Circulation Element initially adopted on August 6, 1974, by the Orange County Board of Supervisors. Since that time, the MPAH has been amended on a regular basis, generally in response to land use policy changes within both incorporated and unincorporated areas of the County. These policy changes are reviewed for impacts on the arterial highway system in order to maintain a balance between the land use and transportation plans. The MPAH has often been looked to as a model of coordinated planning, requiring the cities of Orange County to work cooperatively with the County in implementing a regional transportation system. The MPAH map is a critical element of the overall transportation planning in Orange County because it defines a countywide circulation system in response to existing and planned land uses. See Appendix F.

**LAND USE**

Orange County encompasses 790 square miles and has a population of approximately 3 million people. For transportation planning purposes, Orange County is considered to be a fully urbanized county. Metropolitan Orange County lies southeasterly of the Los Angeles urban area with the Pacific Ocean to the west, the Cleveland National Forest to the east, and Camp Pendleton Marine Corps Base to the south. The majority of the land in the County, not within or adjacent to the boundaries of the national forest, is developed. The primary land use is residential with pockets of retail commercial, light industrial, and professional office space. Industrial and commercial uses usually border freeways and major arterials.

Each coastal city along SR 1 has its own distinct "downtown commercial area". These include the "Main Beach" area of Laguna Beach, Corona Del Mar in Newport Beach, Mariner's Mile in Newport Beach, Main Street pier area in Huntington Beach, Sunset Beach, and the Old Town area of Seal Beach. Each "downtown commercial area" has a "village" type atmosphere valued by the individual cities as a community asset to be preserved.

Three harbors are located adjacent to SR 1: Dana Point Harbor, Newport Harbor, and Huntington Harbor. Major industrial land uses include marine-related businesses and petroleum/oil related industries. Also adjacent to SR 1 are large open spaces that include parks, beaches, the Bolsa Chica Ecological Reserve, and an ecological center within the Naval Weapons Station at Anaheim Bay.

There are five State Parks adjacent to SR 1: Doheny State Beach, Crystal Cove State Park, Corona Del Mar State Beach, Huntington State Beach, and Bolsa Chica State Beach. The main access to three of these parks is via SR 1.

Institutional use along the route include: two hospitals providing trauma care (Hoag Memorial in Newport Beach and Mission Hospital in Laguna Beach), a sanitation treatment plant, Southern California Edison power plant in Huntington Beach, and three schools (Crystal Cove, Newport Beach, and Seal Beach) are adjacent to SR 1.

## PARALLEL ALTERNATE FACILITIES

SR 1 runs in a NW-SE direction following the coastline, while many of the intersecting arterials are part of a grid system oriented N-S, E-W; therefore, there are no parallel arterial alternatives to SR 1. The nearest existing parallel highways of significance are the San Joaquin Hills Transportation Corridor (SR 73) which is approximately 4 miles inland, and I-405 and I-5, which are approximately 6-8 miles inland.

## TRANSIT SERVICE

### Bus

The Orange County Transportation Authority (OCTA) operates 76 fixed route bus lines, encompassing every city in Orange and portions of Los Angeles counties. In addition, they provide express service to destinations in Los Angeles, San Bernardino, and Riverside Counties.

Currently there are three public bus operations using SR 1: OCTA, Laguna Beach Transit, and Long Beach Transit. OCTA has 16 bus routes intersecting and/or traveling short lengths on SR 1 and Bus Route 1, which traverses Pacific Coast Highway for the majority of the 40 mile long route and takes an average of 2-2.5 hours. Laguna Beach Transit operates three routes within Laguna Beach and Dana Point. Long Beach Transit operates two routes which terminate in Seal Beach. See Appendix, Orange County Bus Routes. See Table 1.3 (Appendix F).

### Rail

Metrolink, operated by the Southern California Regional Rail Authority (SCCRA) along with AMTRAK operated by Caltrans, are the intercity rail service provider in Orange County. Metrolink is a coordinated effort, made possible by the Los Angeles County Metropolitan Transportation Authority (Metro), OCTA, the Riverside County Transportation Commission, San Bernardino Associated Governments and the Ventura County Transportation Commission.

Orange County is served by two Metrolink lines. The Orange County Line provides daily service between Oceanside, in Northern San Diego County and Union Station in Downtown Los Angeles. The Orange County Line roughly parallels I-5 and varies from 1–10 miles inland from SR 1. AMTRAK also provides complementing service along the Orange County Line connecting Downtown San Diego with Downtown Los Angeles via the Pacific Surfliner. The Inland Empire – Orange County Line provides service between Oceanside and Riverside/San Bernardino. See Table 1.3 (Appendix F).

## BICYCLE FACILITIES

There are currently more than 1000 miles of bikeways in Orange County, with roughly another 700 miles that have been planned. Caltrans coordinates with local agencies to plan, implement, and maintain bikeways in those areas where they are allowed on State right-of-way. SR 1 has been designated the "California Coast Bicycle Route" by Resolution Chapter 143. Due to its coastal location, and lack of alternate routes, SR 1 attracts a significant number of commuter and recreational bicycle trips.

There are a variety of infrastructure improvements that support bicycling for both commuting and for recreational uses. In July of 2011, District 12 staff met with the cities of Huntington Beach, Laguna Beach, Newport Beach, Seal Beach, bicycle advocates, and OCTA to discuss possible bicycle and pedestrian improvements to the corridor. Continued consideration should be given to upgrading non-motorized facilities to better accommodate bicycle and pedestrian travel. These upgrades include bike provisions at intersections, roadway improvements to reduce bike/vehicular conflicts, lighting, bike parking areas and racks, bike lockers, showers and lockers at employment centers, bike storage areas on Metrolink trains, and bike racks on buses. See Table 1.1 (Appendix B).

The 2009 OCTA Commuter Bikeways Strategic Plan proposes the following projects on SR 1:

| Jurisdiction | From | To | Facility Type | Length in Miles |
|---|---|---|---|---|
| Dana Point | Monarch Bay Drive | Street of the Blue Lantern | II | 1.97 |
| Dana Point | Street of the Copper lantern | Coast Highway | II | .53 |
| Dana Point | San Juan Capistrano City Limit | Niguel Road | II | 2.13 |
| Laguna Beach | South El Moro | Broadway | II | 4.83 |
| Huntington Beach | Los Angeles County Line | 8th Street | II | 4.61 |
| Huntington Beach | Huntington Street | Los Angeles County Line | II | 2.63 |

Class I – off-street paved bike paths - Off-street paths are facilities on a separate right-of-way from roadways, and are usually shared by bicyclists and pedestrians. Shared paths should not be used as high-speed bikeways, as the safety of the other non-motorized users must be considered.

Class II – on-road striped and signed bicycle lanes - Bicycle lanes are on-street facilities that use painted stripes and stencils to delineate the right of way assigned to bicyclists and motorists, and to provide for more predictable movements by each.

Class III – on-road shared-lane signed bicycle routes - Bicycle routes are signed on-street facilities that accommodate vehicles and bicycles in the same travel lane. Bicycles are permitted on most

roadways; however, for safety purposes, signed bicycle routes are often found on streets with lower speeds and traffic volumes.

## PARK AND RIDE TRANSPORTATION CENTERS

The Park and Ride program is an integral operational element of the State Highway System, not just in Orange County, but throughout the region. Park and Ride lots encourage car, vanpool, and transit ridesharing at the point of departure in order to reduce congestion and improve air quality. Caltrans and OCTA work cooperatively to develop Park and Ride solutions in Orange County.

Currently there is one Park and Ride lot in the immediate vicinity of SR 1 in Orange County. This facility is located at the Newport Beach Transportation Center, near the intersection of Avocado Avenue and San Joaquin Hills Road. It has 76 spaces dedicated full time to transportation purposes and is owned and operated by OCTA. There are other Park and Ride facilities located within a reasonable distance from the route that also serve the various segments. Studies/Projects to add Park and Ride lots along the corridor is encouraged and supported by Caltrans, as many communities use SR1 en route to other commuter corridors. See Appendix G.

## CONTEXT SENSITIVE SOLUTIONS

Caltrans' Director's Policy Number 22 (2001) requires the Department to use "Context Sensitive Solutions" as an approach to plan, design, construct, maintain and operate its transportation system. These solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic and environmental values with transportation safety, maintenance and performance goals. Context sensitive solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders.

The context of all projects and activities is a key factor in reaching decisions. It is considered for all State transportation and support facilities when defining, developing, and evaluating options. When considering the context, issues such as funding feasibility, maintenance feasibility, traffic demand, impact on alternate routes, impact on safety, and relevant laws, rules, and regulations must be addressed. For more information visit: http://www.dot.ca.gov/hq/oppd/context-solution.pdf

## COMPLETE STREETS

Under the guidance of Deputy Directive 64-R1, Caltrans develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery, maintenance, and operations. Transit options, Park and Ride locations, and safe pedestrian crossings are some examples of efforts to meet these goals. Bicycle riders and pedestrians have a legal right to access most public roads in California as specified in California Vehicle Code (CVC) (Sections 21200-21212), and Streets and Highways Code (Sections 890 – 894.2). Bicyclists, pedestrians, and non-motorized traffic are permitted on all State facilities, unless prohibited (CVC, section 21960). The safety and mobility needs of all who have legal access to the transportation system must be

addressed including requirements under the Americans With Disabilities Act of 1990 (ADA). For more information visit: http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html

**CALIFORNIA COASTAL ZONE**

The California Coastal Commission was established by voter initiative in 1972 (Proposition 20) and later made permanent by the Legislature through adoption of the California Coastal Act of 1976. The mission of the Coastal Commission is to protect, conserve, restore, and enhance environmental and human-based resources of the California coast and ocean for environmentally sustainable and prudent use by current and future generations.

The Coastal Commission, in partnership with coastal cities and counties, plans and regulates the use of land and water in the coastal zone. Development activities, which are broadly defined by the Coastal Act to include (among others) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the Coastal Commission or the local government. A City can develop a Local Coastal Program (LCP) which, once certified, transfers permitting authority from the Coastal Commission to the City over most new development. LCPs contain the ground rules for future development and protection of coastal resources. The LCPs specify appropriate location, type, and scale of new or changed uses of land and water. Each LCP includes a land use plan and measures to implement the plan (such as zoning ordinances). Currently the Cities of Dana Point, Laguna Beach, and Huntington Beach have certified LCPs.

In Orange County the majority of SR 1 is within California's Coastal Zone; therefore, any project is subject to the Coastal Commission's laws and regulations.

**CLIMATE ACTION PROGRAM**

Assembly Bill (AB) 32 (California Global Warming Act of 2006) requires the reduction of greenhouse gas (GHG) emissions to 1990 levels by 2020. Executive Order S-17-06 directs State agencies to begin implementing AB 32 and the recommendations coming from the Climate Action Team (CAT). As a member of the CAT, Caltrans' Climate Action Program promotes clean and energy efficient transportation and provides guidance for mainstreaming energy and climate change issues into its business operations. The framework for this is provided by the Director's Policy 23 (Energy, Efficiency and Conservation) which is intended to implement a comprehensive, long-term departmental energy policy.

Caltrans' Climate Action Program is the result of a collaborative effort working with the various divisions and districts within Caltrans as well as the California Air Resources Board and the CAT to analyze and formulate transportation strategies that provide GHG benefits. The Department's Climate Action Program outlines transportation strategies consistent with the Governor's Strategic Growth Plan that contribute to GHG emission reduction and greening goals in the State.

Governor's Executive Order (EO) S-13-08 signed in November 2008 directs state agencies planning construction projects in areas vulnerable to sea level rise to begin planning for potential impacts by considering a range of sea level rise scenarios for the years 2050 and 2100.

## LOCAL DEVELOPMENT / INTERGOVERNMENTAL REVIEW (LD/IGR)

Caltrans District 12 Local Development / Intergovernmental Review (LD/IGR) staff review proposals for federal, state, and local planning development activities that have the potential to impact state transportation facilities or other resources under Caltrans' jurisdiction, such as drainage facilities, and to recommend conditions of project approval that eliminate those impacts or reduce them to a level of insignificance. Typically, this involves the review of development proposals in which Caltrans is either a responsible (permitting) or commenting (reviewing) agency, but has no discretionary approval power over the project other than permit authority. LD/IGR staff work cooperatively with local lead agencies and developers in determining the type and level of mitigation needed to offset project impacts. They are also responsible for identifying other functional areas within District 12 that are affected by the proposal, and coordinating the circulation of appropriate documents with other functional areas for review and comment. For more information visit: http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/DD-25-R1_final.pdf

## FUTURE PROJECTS

### Pedestrian Overcrossings

Coast Community College District is the Lead Agency on a proposed project to construct a pedestrian overcrossing on SR 1, located PM 19.1 which is 0.75 miles south of Newport Boulevard in the heart of the Mariner's Mile district in Newport Beach. The overcrossing is proposed as part of Orange Coast College's School of Sailing and Seamanship expansion project. The proposed Newport Banning Ranch project is proposing another pedestrian overcrossing located ¼ mile south of Prospect Avenue. This bridge will provide public access to and from the beach and the project's open space.

The pedestrian crossings will cross existing State right-of-way; however, if constructed, it would eliminate potential for pedestrian/vehicular conflicts without adversely impacting the operations or capacity on SR 1.

### Widening at Old Newport Boulevard

The City of Newport Beach is in the preliminary planning process of developing a conceptual plan to add one additional westbound through lane and a Class II bike facility from 0.1 mile east of the SR-55 (Newport Blvd.) overcrossing to the gorepoint of the southbound SR-55 to westbound SR-1 offramp in the Mariner's Mile district.

### ADA Improvements

Improvements are currently being planned and constructed as funding becomes available. These improvements include sidewalk upgrades, improved curb cuts at intersections and upgraded pedestrian signals.

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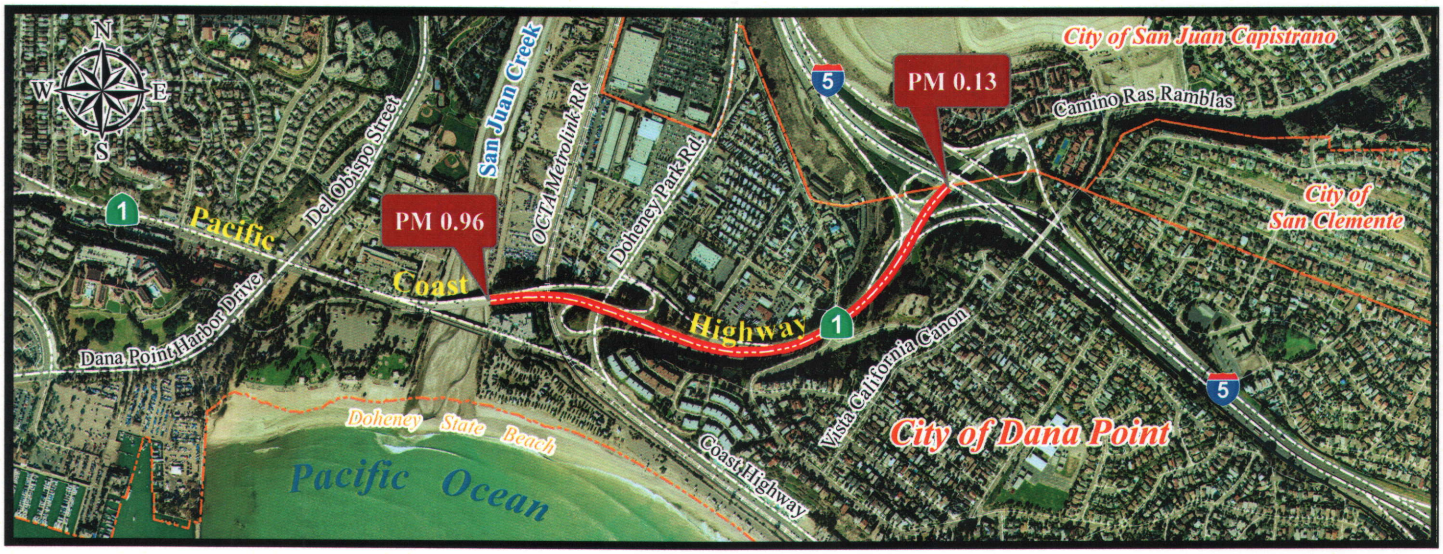
## INTERNAL AND EXTERNAL COODINATION

As part of the development of the TCR, the Department has coordinated with the various jurisdictions located along the SR 1 corridor, including the Cities of Laguna Beach, Newport Beach, Huntington Beach, Seal Beach, and OCTA. After a period of review and comment, written comments were received and incorporated into the final report and supplemental information provided by internal and external partners was added. Much of the supplemental information was derived from internal documents from the Divisions of Maintenance, Project Development, Programming, Traffic Operations, and Travel Forecasting Unit, and external documents from the Orange County Environmental Management Agency (OCEMA), OCTA, and the Southern California Association of Governments (SCAG).

# Segment 1 ~ *PM 0.13 – 0.96*



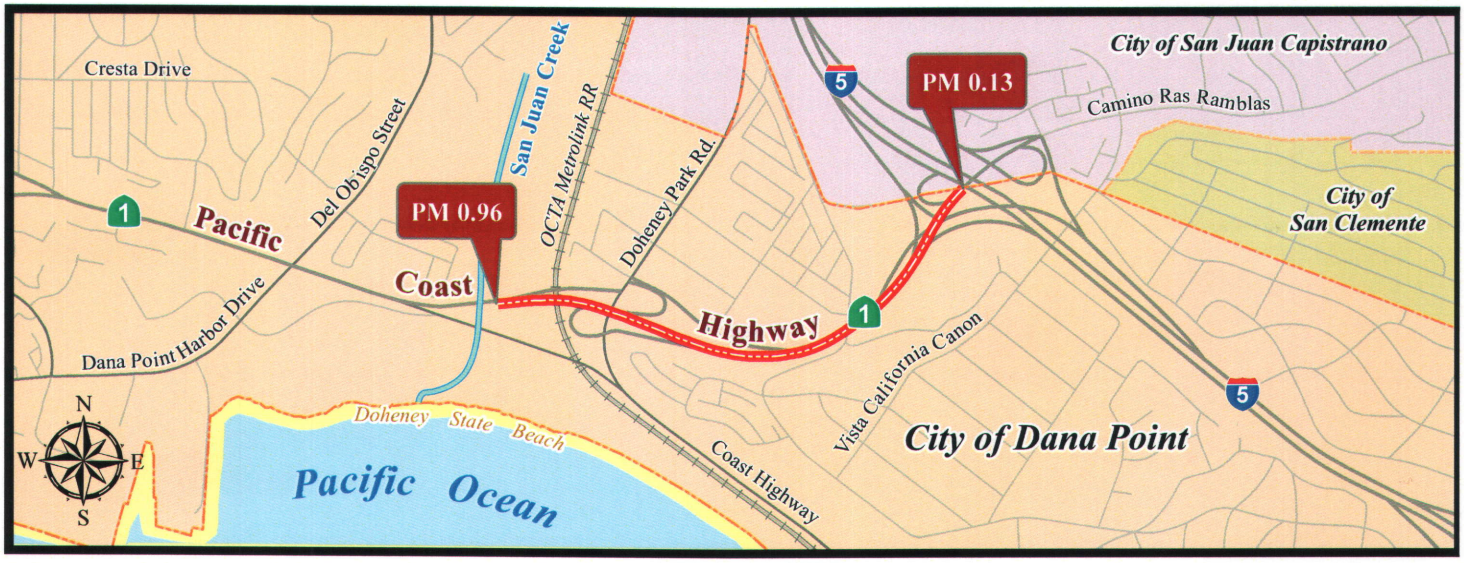

Segment 1 is in the City of Dana Point and is the southernmost section of SR-1 in California, extending for less than a mile from the I-5 junction to the San Juan Creek Bridge. This short segment of SR 1 operates as, and is designated a Freeway with access control and without any on-street parking or designated bike facilities. OCTA has four bus routes that are available for users in this area; however, there are not any stations or stops directly on this segment.

Due to limited right of way, fiscal and environmental constraints downstream of this segment, no capacity expansion is proposed.

Planned and Programmed Highway Improvement Projects

| PM/Location | Improvement | Project Type |
|---|---|---|
| Various | Preventative maintenance to pavement needs | SHOPP |
| 0.20-0.30 / Between I-5 and Camino Capistrano overcrossing | Removal of portion of concrete median barrier | Minor B |
| 1.00 / San Juan Creek Bridge | Widening of bridge sidewalk at San Juan Creek Bridge | Minor A |

# Segment 1 ~ *PM 0.13 – 0.96*




| NON-MOTORIZED | REGIONAL RAIL |
|---|---|
| No designated facility | Amtrak and Metrolink operate inland with the nearest stations 3-6 miles away in San Clemente, San Juan Capistrano and Laguna Niguel |
| **PARK and RIDE** | **BUS ROUTES** |
| Nearest facility is the I-5 at Junipero Serra approximately 4 miles north on I-5. | OCTA – Route 1, 91, 187, and 191 |

| SYSTEM DESIGNATIONS | |
|---|---|
| State Scenic Highway | No |
| MPAH Designation (future) | N/A |
| Federal Designation | Other Freeway |
| Local Coastal Program | Yes |

| PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **Direction** | **SB** | **NB** |
| Number of Lanes | 2 | 2 |
| Lane Widths | 12' | 12' |
| Inside Shoulder Type | Paved | Paved |
| Inside Shoulder Width | 0-3' | 0-3' |
| Outside Shoulder Type | Paved | Paved |
| Outside Shoulder Width | 2-8' | 2-8' |
| Sidewalks | No | No |
| On-Street Parking | No | No |
| Median Type | Barrier | |
| Median Width | 8-20' | |
| Terrain | Flat | |
| Divided / Undivided | Divided | |
| Posted Speed Limit | 40 | |
| Number of Signalized Intersections | 0 | |
| Pavement Condition | No Distress Observed | |

| ANNUAL AVERAGE DAILY TRAFFIC | |
|---|---|
| Current | 36,000 |
| 2035 | 39,000 |
| **PEAK HOUR VOLUMES** | |
| Current | 3,750 |
| 2035 | 4,100 |
| **TRAFFIC PROFILE** | |
| Peak Hour Direction Distribution | 2,050 |
| Traffic Growth/Year | 0.3% |
| **TRUCKS** | |
| Truck Percentage of ADT | 2% |
| Truck Percentage of Peak Hour | 2% |
| **LEVEL OF SERVICE** | |
| 2008 (Existing) | B* |
| 2035 (No Build) | B* |
| 2035 (Improved) | N/A |
| **DENSITY** | |
| 2008 (Existing) | 15.7* |
| 2035 (No Build) | 18.0* |
| 2035 (Improved) | N/A |



*Derived from HCS FREEPLAN 2009

# Segment 2 ~ *PM 4.77 – 9.42*


Segment 2 is in the City of Laguna Beach extending 4.8 miles from the Dana Point/Laguna Beach city limit to SR 133. This segment of PCH serves both tourists and residents alike and is the primary access to many popular beachside destinations. Year round weekend and summertime congestion is common as the area attracts visitors for the Pageant of the Masters, Sawdust Festival, Laguna Playhouse, and various art festivals and exhibits.

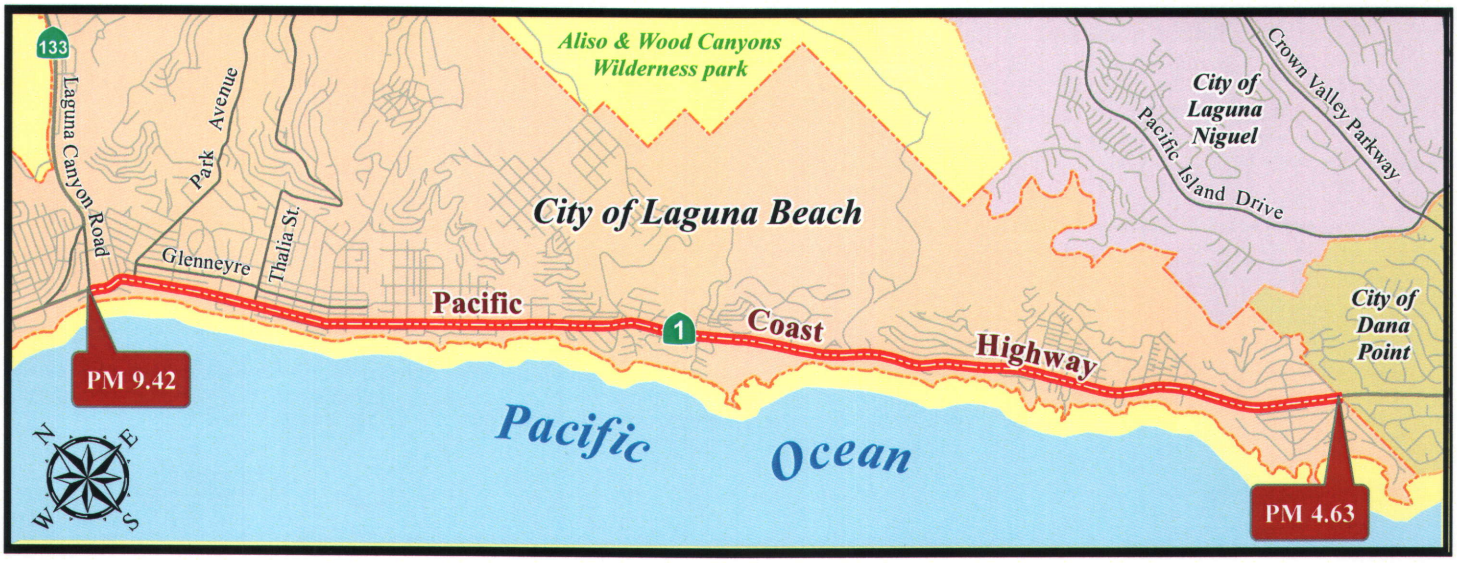
This segment is a 4-lane highway with on-street parking available throughout most of the area. Due to the on-street parking there is a lack of continuity for bike facilities. There is a Class III bike route that extends from SR 133 to near the Aliso Creek Bridge. South of Aliso Creek there are sections where a Class II bike lane exists, but due to lack of right-of-way and on-street parking they become disrupted. Three Laguna Beach Transit routes travel through this segment at various locations, the main one being the Red Line which runs the length of the segment. OCTA has two bus routes that are available for users in this area: Bus Route 1 which also runs the length of the segment and Bus Route 89 which intersects at SR 133.

Due to limited right-of-way, fiscal and environmental constraints, no capacity expansion is proposed for Segment 2. The vision for this segment is to reduce or combine access points when and where feasible. Bus turnouts and the elimination or reduction of on-street parking would benefit operations and reduce disruptions of traffic flow. ADA improvements are currently being planned and constructed as funding becomes available. These improvements include sidewalk upgrades, improved curb cuts at intersections and upgraded pedestrian signals. The OCTA Bicycle Strategic Plan proposes a Class II facility through the entire length of this segment.

Planned and Programmed Highway Improvement Projects

| Location | Improvement | Project Type |
|---|---|---|
| 4.90-8.50 / Between Crown Valley and Cress St. | Remove and replace traffic signal heads at 11 intersections | Minor B |
| 5.30-5.40 / Between 5th and 10th St | Drainage improvements | Minor A |
| 5.60-6.00 / Between 5th and West Streets | Streetscape, median, landscape, and sidewalk improvements | Local |
| 8.40 / Near Mountain Road | Remove and replace striping and ADA improvements | Minor B |
| Various | Preventative maintenance to pavement needs | SHOPP |
| Length of segment | MPAH build-out from Secondary to Primary Arterial | Unfunded MPAH |

# Segment 2 ~ *PM 4.77 – 9.42*




| NON-MOTORIZED | REGIONAL RAIL |
|---|---|
| Class III extends from SR-133 to Aliso Creek. Class II sporadic in southern portion of segment. | Amtrak and Metrolink operate inland with the nearest stations 6-10 miles away in San Juan Capistrano and Laguna Niguel |
| **PARK and RIDE** | **BUS ROUTES** |
| Nearest facility is the Newport Transportation Center approximately 10 miles to the north. | OCTA – Route 1 and 89<br>Laguna Beach Transit – Red, Blue, and Gray lines |

| PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **Direction** | **SB** | **NB** |
| Number of Lanes | 2 | 2 |
| Lane Widths | 10-12' | 10-12' |
| Inside Shoulder Type | N/A | N/A |
| Inside Shoulder Width | 0' | 0' |
| Outside Shoulder Type | Paved | Paved |
| Outside Shoulder Width | 8-10' | 8-10' |
| Sidewalks | Partial | Partial |
| On-Street Parking | Yes | Yes |
| Median Type | Paved | |
| Median Width | 0' | |
| Terrain | Rolling | |
| Divided / Undivided | Divided | |
| Posted Speed Limit | 40 | |
| Number of Signalized Intersections | 17 | |
| Pavement Condition | No Distress Observed | |

| SYSTEM DESIGNATIONS | |
|---|---|
| State Scenic Highway | Eligible |
| MPAH Designation (future) | Primary Arterial |
| Federal Designation | Other Principal Arterial |
| Local Coastal Program | Yes |

| ANNUAL AVERAGE DAILY TRAFFIC | |
|---|---|
| Current | 36,000 |
| 2035 | 39,000 |
| **PEAK HOUR VOLUMES** | |
| Current | 2,850 |
| 2035 | 3,100 |
| **TRAFFIC PROFILE** | |
| Peak Hour Direction Distribution | 1,550 |
| Traffic Growth/Year | 0.3% |
| **TRUCKS** | |
| Truck Percentage of ADT | 2% |
| Truck Percentage of Peak Hour | 2% |
| **LEVEL OF SERVICE** | |
| 2008 (Existing) | F* |
| 2035 (No Build) | F* |
| 2035 (Improved) | N/A |
| **VOLUME/CAPACITY RATIO** | |
| 2008 (Existing) | 1.057* |
| 2035 (No Build) | 1.104* |
| 2035 (Improved) | N/A |



*Derived from HCS ARTPLAN 2009

# Segment 3 ~ *PM 9.42 – 11.36*


Segment 3 is in the City of Laguna Beach extending 1.9 miles from SR 133 to the northern city limit of Laguna Beach. This segment of PCH serves both tourists and residents alike and provides access to many popular beachside destinations. Year round weekend and summertime congestion is common as the area attracts visitors for the Pageant of the Masters, Sawdust Festival, Laguna Playhouse, and various art festivals and exhibits.

This segment is a 4-lane highway with a Class III bike route that extends the entire length and on-street parking available throughout most of the southern section. Laguna Beach Transit operates the Grey Line which services the area. OCTA has two bus routes that are available for users in this area: Bus Route 1 which runs the length of the segment and Bus Route 89 which intersects at SR 133.

Due to limited right-of-way, fiscal and environmental constraints, no capacity expansion is proposed for Segment 3. The vision for this segment is to reduce or combine access points when and where feasible. Bus turnouts and the elimination or reduction of on-street parking would benefit operations and reduce disruptions of traffic flow. ADA improvements are currently being planned and constructed as funding becomes available. These improvements include sidewalk upgrades, improved curb cuts at intersections and upgraded pedestrian signals. The OCTA Bicycle Strategic Plan proposes a Class II facility through the entire length of this segment.

Planned and Programmed Highway Improvement Projects

| PM/Location | Improvement | Project Type |
|---|---|---|
| 9.42-11.36 / Between SR 133 and Crystal Cove | Slurry seal | HMP |
| Various | Repair curb sidewalk and driveways | HMP |
| Various | Preventative maintenance to pavement needs | SHOPP |
| Length of segment | MPAH build-out from Secondary to Primary Arterial | Unfunded MPAH |

# Segment 3 ~ *PM 9.42 – 11.36*


| NON-MOTORIZED | REGIONAL RAIL |
|---|---|
| Class III extends the length of the segment. | Amtrak and Metrolink operate inland with the nearest stations 6-12 miles away in San Juan Capistrano, Laguna Niguel, and Irvine. |
| **PARK and RIDE** | **BUS ROUTES** |
| Nearest facility is the Newport Transportation Center approximately 6 miles to the north. | OCTA – Route 1 and 89<br>Laguna Beach Transit – Gray line |

| PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **Direction** | **SB** | **NB** |
| Number of Lanes | 2 | 2 |
| Lane Widths | 12' | 12' |
| Inside Shoulder Type | N/A | N/A |
| Inside Shoulder Width | 0' | 0' |
| Outside Shoulder Type | Paved | Paved |
| Outside Shoulder Width | 0-8' | 0-8' |
| Sidewalks | Partial | Partial |
| On-Street Parking | Yes | Yes |
| Median Type | Paved/Painted | |
| Median Width | 0-12' | |
| Terrain | Rolling | |
| Divided / Undivided | Divided | |
| Posted Speed Limit | 35-50 | |
| Number of Signalized Intersections | 7 | |
| Pavement Condition | No Distressed Observed | |

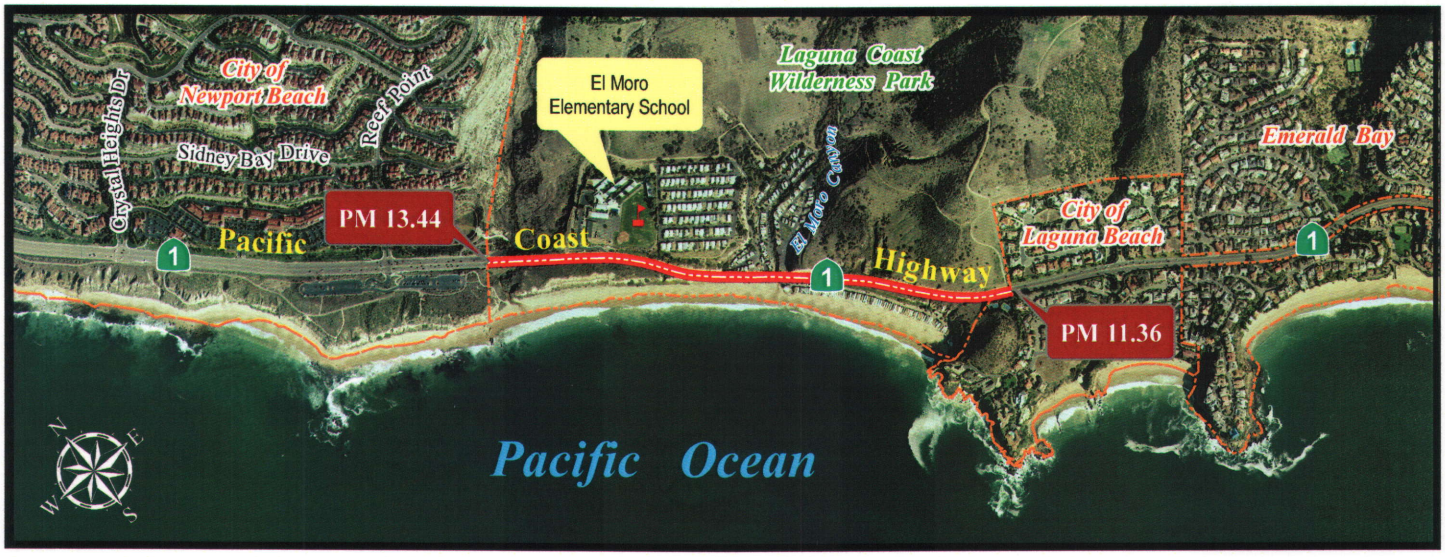
| SYSTEM DESIGNATIONS | |
|---|---|
| State Scenic Highway | Eligible |
| MPAH Designation (future) | Primary Arterial |
| Federal Designation | Other Principal Arterial |
| Local Coastal Program | Yes |

| ANNUAL AVERAGE DAILY TRAFFIC | |
|---|---|
| Current | 38,000 |
| 2035 | 41,500 |
| **PEAK HOUR VOLUMES** | |
| Current | 3,300 |
| 2035 | 3,600 |
| **TRAFFIC PROFILE** | |
| Peak Hour Direction Distribution | 1,800 |
| Traffic Growth/Year | 0.4% |
| **TRUCKS** | |
| Truck Percentage of ADT | 2% |
| Truck Percentage of Peak Hour | 2% |
| **LEVEL OF SERVICE** | |
| 2008 (Existing) | F* |
| 2035 (No Build) | F* |
| 2035 (Improved) | N/A |
| **VOLUME/CAPACITY RATIO** | |
| 2008 (Existing) | 1.076* |
| 2035 (No Build) | 1.160* |
| 2035 (Improved) | N/A |



*Derived from HCS ARTPLAN 2009

# Segment 4 ~ *PM 11.36 – 13.44*




Segment 4 is in Unincorporated Orange County extending approximately 2 miles from the northern city limit of Laguna Beach to the southern city limit of Newport Beach and serves as a connector between the two communities. There is only one intersection in the segment and it provides access to El Moro Elementary School and Crystal Cove State Park's El Moro Campground.

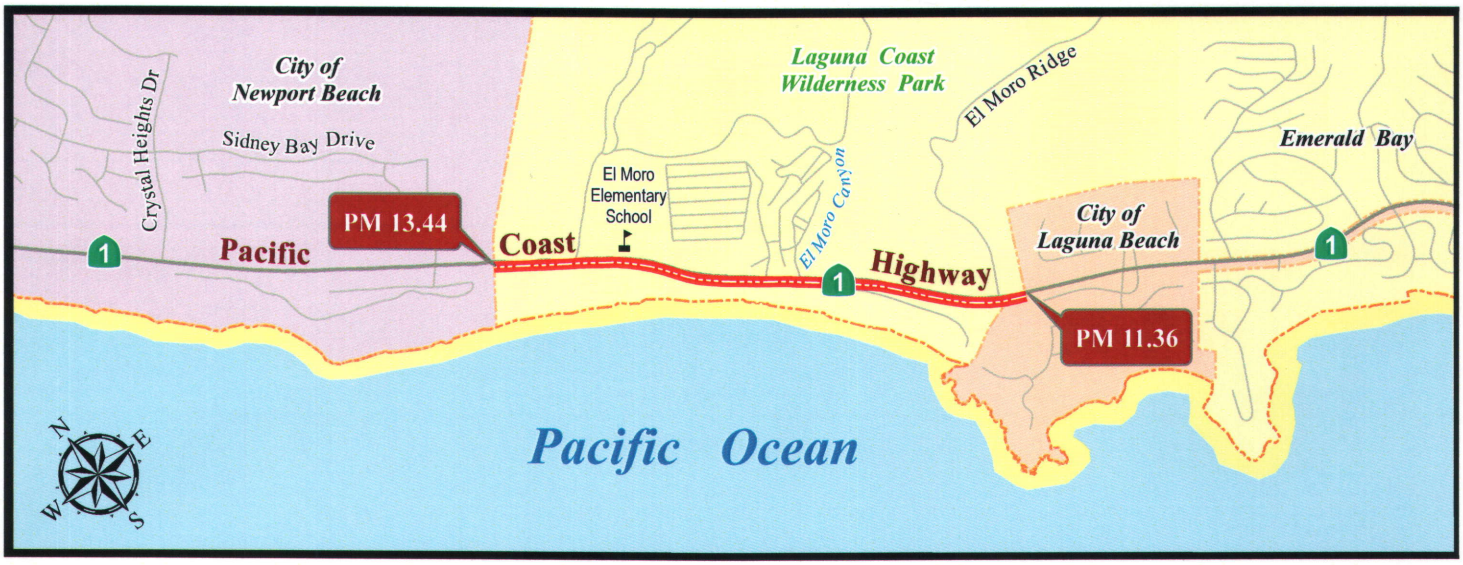
This segment is a 4-lane highway without on-street parking or a designated bikeway. OCTA has one bus route to serve this area: Bus Route 1 which runs the length of the segment.

Due to limited right-of-way, fiscal and environmental constraints, no capacity expansion is proposed for Segment 4.

Planned and Programmed Highway Improvement Projects

| PM/Location | Improvement | Project Type |
|---|---|---|
| Various | Repair curb sidewalk and driveways | HMP |
| Various | Preventative maintenance to pavement needs | SHOPP |
| 11.36-13.40/Between Irvine Cove and Reef Point Drive | Drainage work and planting | SHOPP |
| 11.36-13.44/Between Irvine Cove and Reef Point Drive | Slurry seal | HMP |
| 11.50/Between Irvine Cove and El Moro School | Construction of soldier pile retaining walls | SHOPP |
| 12.10-12.20/El Moro Elementary School Entrance | Provide right turn lane at El Moro School intersection | Minor B |
| 12.20-13.44/Between El Moro School and Reef Point Dr | RHMA-type G asphalt overlay | HMP |
| 12.80-13.30/Between El Moro School and Reef Point Dr | Landscape rehabilitation | Minor B |

# Segment 4 ~ *PM 11.36 – 13.44*




| NON-MOTORIZED | REGIONAL RAIL |
|---|---|
| No designated facility | Amtrak and Metrolink operate inland with the nearest stations 8-10 miles away in San Juan Capistrano, Laguna Niguel, and Irvine. |
| **PARK and RIDE** | **BUS ROUTES** |
| Nearest facility is the Newport Transportation Center approximately 5 miles to the north. | OCTA – Route 1 |

| PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **Direction** | **SB** | **NB** |
| Number of Lanes | 2 | 2 |
| Lane Widths | 12' | 12' |
| Inside Shoulder Type | Paved | Paved |
| Inside Shoulder Width | 0-5' | 0-5' |
| Outside Shoulder Type | Paved | Paved |
| Outside Shoulder Width | 8' | 8' |
| Sidewalks | No | No |
| On-Street Parking | No | No |
| Median Type | Concrete/Paved | |
| Median Width | 0-12' | |
| Terrain | Rolling | |
| Divided / Undivided | Divided | |
| Posted Speed Limit | 50 | |
| Number of Signalized Intersections | 1 | |
| Pavement Condition | No Distress Observed | |

| SYSTEM DESIGNATIONS | |
|---|---|
| State Scenic Highway | Eligible |
| MPAH Designation (future) | Primary Arterial |
| Federal Designation | Other Principal Arterial |
| Local Coastal Program | Yes |

| ANNUAL AVERAGE DAILY TRAFFIC | |
|---|---|
| Current | 36,000 |
| 2035 | 39,500 |
| **PEAK HOUR VOLUMES** | |
| Current | 2,800 |
| 2035 | 3,100 |
| **TRAFFIC PROFILE** | |
| Peak Hour Direction Distribution | 1,550 |
| Traffic Growth/Year | 0.4% |
| **TRUCKS** | |
| Truck Percentage of ADT | 2% |
| Truck Percentage of Peak Hour | 2% |
| **LEVEL OF SERVICE** | |
| 2008 (Existing) | B* |
| 2035 (No Build) | C* |
| 2035 (Improved) | N/A |
| **DENSITY** | |
| 2008 (Existing) | 17.5* |
| 2035 (No Build) | 19.1* |
| 2035 (Improved) | N/A |



*Derived from HCS 2010 Multilane

# Segment 5 ~ *PM 13.44 – 14.10*


Segment 5 is in the City of Newport Beach extending approximately 2/3 of a mile from the southern Newport Beach city limit to Newport Coast Drive. This segment of PCH serves both tourists and residents alike with three access roads that lead to Crystal Cove State Park. The park attracts many visitors annually and features three miles of coastline, plus 2,400 acres of wooded canyons, open bluffs, and offshore waters designated as an underwater park.

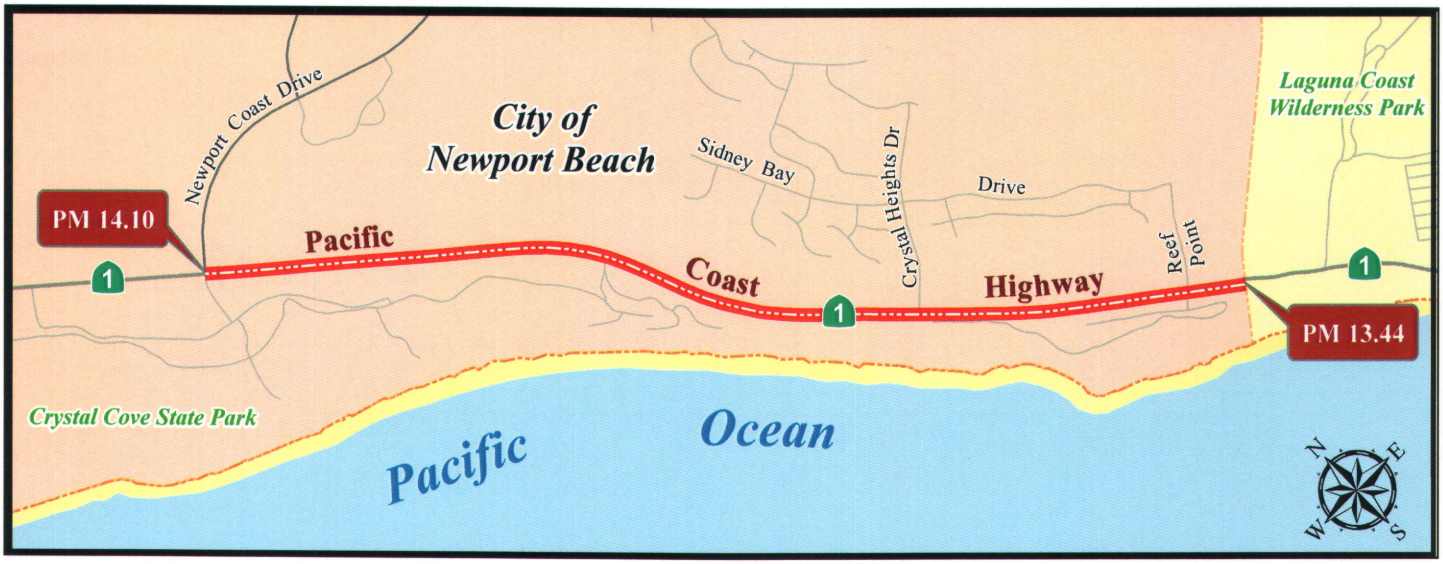
This segment is primarily a 6-lane highway without on-street parking. There is a Class II bike lane that extends the length of the segment and a Class I bike path that runs parallel to SR 1 within the State Park. OCTA has one bus route to serve this area: Bus Route 1 which runs the length of the segment.

Due to limited right-of-way, fiscal and environmental constraints, no capacity expansion is proposed for Segment 5. ADA improvements are currently being planned and constructed as funding becomes available. These improvements include sidewalk upgrades, improved curb cuts at intersections and upgraded pedestrian signals.

Planned and Programmed Highway Improvement Projects

| PM/Location | Improvement | Project Type |
|---|---|---|
| 13.44-14.10 / Between El Moro School and Crystal Heights Drive | Preventative maintenance to pavement needs | SHOPP |
| 13.44-14.10 / Between El Moro School and Crystal Heights Drive | Slurry seal | HMP |

# Segment 5 ~ *PM 13.44 – 14.10*




| NON-MOTORIZED | REGIONAL RAIL |
|---|---|
| Class II throughout segment. Class III exists parallel to Department R/W in State Park | Amtrak and Metrolink operate inland with the nearest stations 8-12 miles away in Tustin, Santa Ana and Irvine. |
| **PARK and RIDE** | **BUS ROUTES** |
| Nearest facility is the Newport Transportation Center approximately 4 miles to the south. | OCTA – Route 1 |

| PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **Direction** | **SB** | **NB** |
| Number of Lanes | 3 | 3 |
| Lane Widths | 11-17' | 11-17' |
| Inside Shoulder Type | Paved | Paved |
| Inside Shoulder Width | 0' | 0' |
| Outside Shoulder Type | Paved | Paved |
| Outside Shoulder Width | 2-8' | 2-8' |
| Sidewalks | Partial | Partial |
| On-Street Parking | No | No |
| Median Type | Paved | |
| Median Width | 4-16' | |
| Terrain | Rolling | |
| Divided / Undivided | Divided | |
| Posted Speed Limit | 55 | |
| Number of Signalized Intersections | 3 | |
| Pavement Condition | Good Condition | |

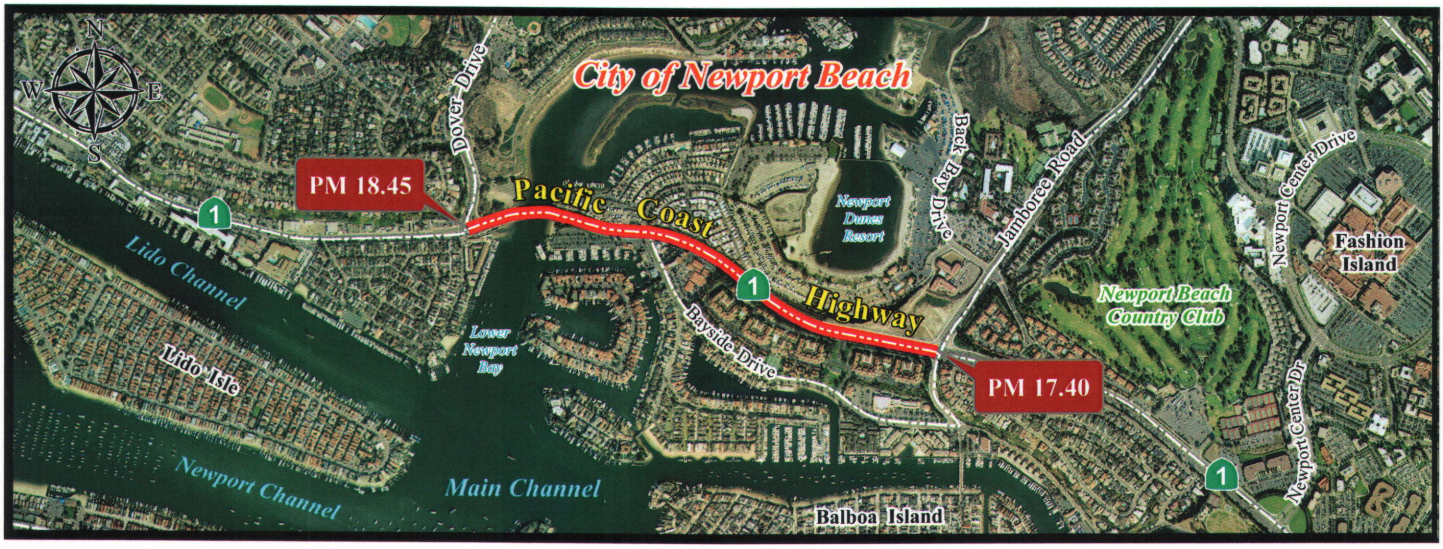
| SYSTEM DESIGNATIONS | |
|---|---|
| State Scenic Highway | Eligible |
| MPAH Designation (future) | Primary Arterial |
| Federal Designation | Other Principal Arterial |
| Local Coastal Program | No |

| ANNUAL AVERAGE DAILY TRAFFIC | |
|---|---|
| Current | 37,000 |
| 2035 | 40,500 |
| **PEAK HOUR VOLUMES** | |
| Current | 2,800 |
| 2035 | 3,100 |
| **TRAFFIC PROFILE** | |
| Peak Hour Direction Distribution | 1,550 |
| Traffic Growth/Year | 0.4% |
| **TRUCKS** | |
| Truck Percentage of ADT | 9% |
| Truck Percentage of Peak Hour | 2% |
| **LEVEL OF SERVICE** | |
| 2008 (Existing) | A* |
| 2035 (No Build) | B* |
| 2035 (Improved) | N/A |
| **DENSITY** | |
| 2008 (Existing) | 9.7* |
| 2035 (No Build) | 11.5* |
| 2035 (Improved) | N/A |



*Derived from HCS 2010 Multilane

# Segment 6 ~ *PM 17.40 – 18.45*




Segment 6 is in the City of Newport Beach extending approximately 1 mile from Jamboree Road to Dover Drive. This segment of PCH experiences high volumes of traffic as it is one of the major access points to many popular harbor and beachside destinations; such as, Balboa Island and Newport Dunes Resort and Campground.

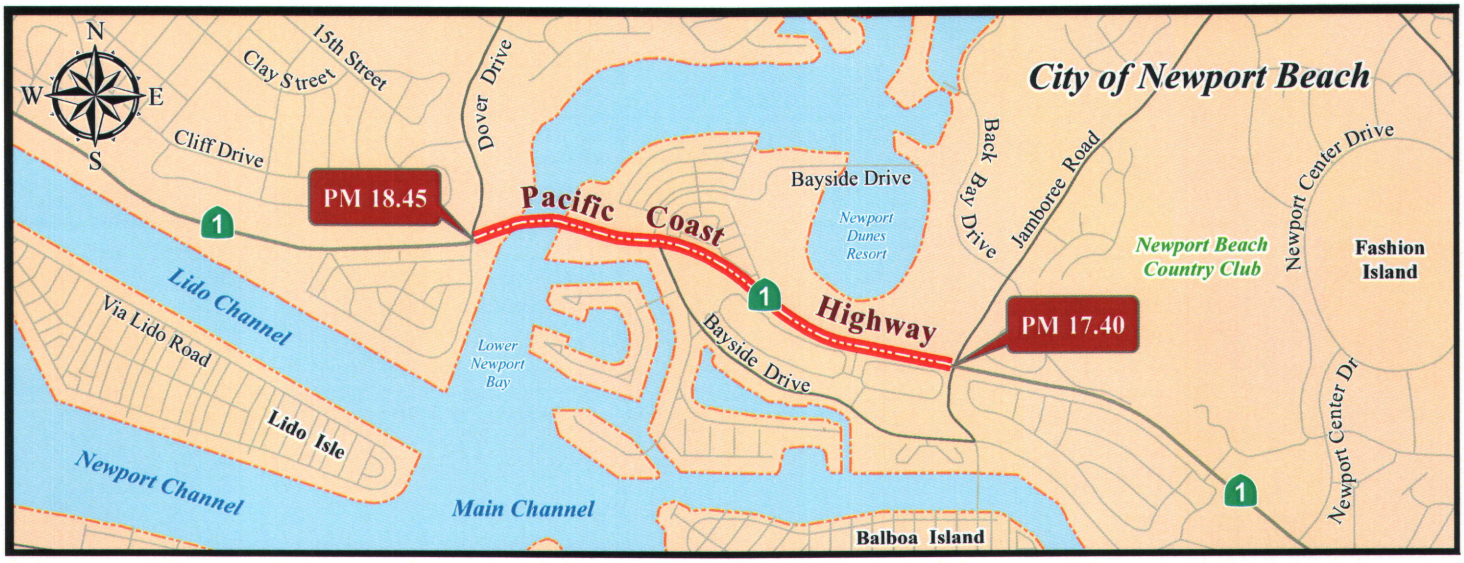
This segment is an 8-lane highway with Class II and Class III bicycle facilities available for the length of the segment. OCTA has two bus routes that are available for users in this area: Bus Route 1 which runs the length of the segment and Bus Route 55 which runs from Dover Drive to Bayside Drive.

Due to the existing capacity, limited right-of-way, fiscal and environmental constraints, no capacity expansion is proposed.

Planned and Programmed Highway Improvement Projects

| PM/Location | Improvement | Project Type |
|---|---|---|
| 17.60-18.10 / Between Jamboree Rd and Bayside Dr | Modify signals and lighting and replace existing pavement delineation | Minor A |
| Various | Preventative maintenance to pavement needs | SHOPP |
| 17.40-18.45 / Jamboree Rd. to Dover Dr. | Upgrade bike facilities to Class I or II | Unfunded |

# Segment 6 ~ *PM 17.40 – 18.45*




| NON-MOTORIZED | REGIONAL RAIL |
|---|---|
| Class II and III throughout segment. | Amtrak and Metrolink operate inland with the nearest stations 8-10 miles away in Tustin, Santa Ana and Irvine. |
| **PARK and RIDE** | **BUS ROUTES** |
| Nearest facility is the Newport Transportation Center approximately 1 mile to the south. | OCTA – Route 1 and 55 |

| PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **Direction** | **SB** | **NB** |
| Number of Lanes | 4 | 4 |
| Lane Widths | 12' | 12' |
| Inside Shoulder Type | Paved | Paved |
| Inside Shoulder Width | 0' | 0' |
| Outside Shoulder Type | Paved | Paved |
| Outside Shoulder Width | 4-6' | 4-6' |
| Sidewalks | Yes | Yes |
| On-Street Parking | No | No |
| Median Type | Paved/Raised Curb | |
| Median Width | 2'-10' | |
| Terrain | Rolling | |
| Divided / Undivided | Divided | |
| Posted Speed Limit | 50 | |
| Number of Signalized Intersections | 4 | |
| Pavement Condition | Good Condition | |

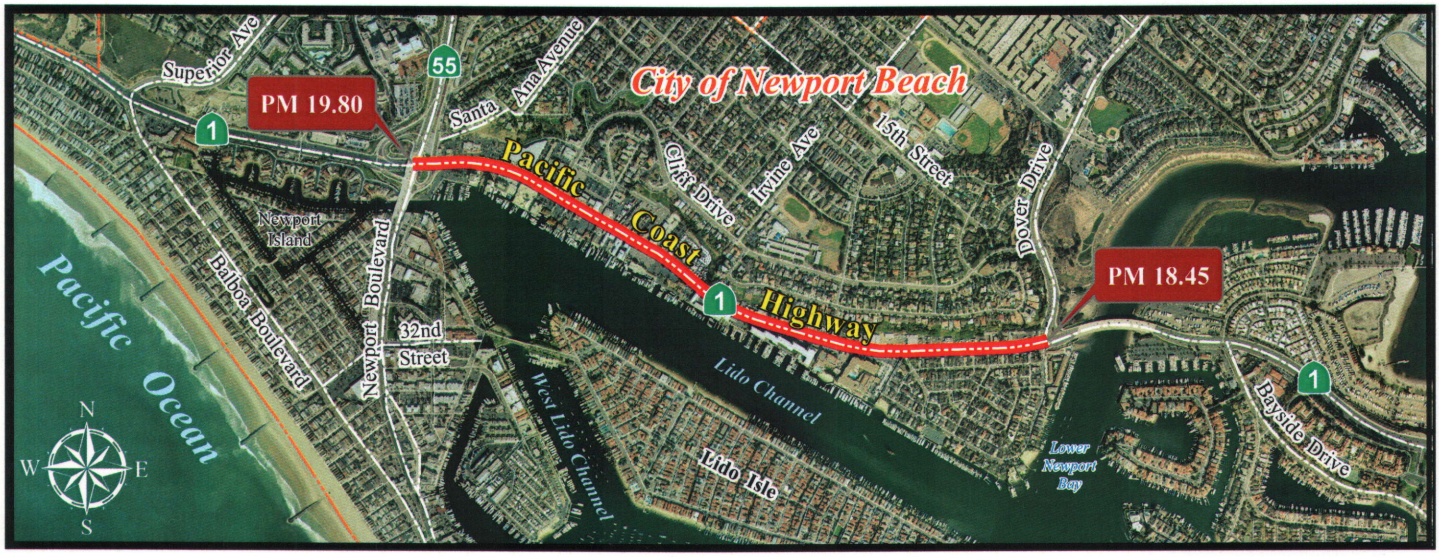
| SYSTEM DESIGNATIONS | |
|---|---|
| State Scenic Highway | Eligible |
| MPAH Designation (future) | Principal Arterial |
| Federal Designation | Other Principal Arterial |
| Local Coastal Program | No |

| ANNUAL AVERAGE DAILY TRAFFIC | |
|---|---|
| Current | 50,000 |
| 2035 | 55,000 |
| **PEAK HOUR VOLUMES** | |
| Current | 4,400 |
| 2035 | 4,850 |
| **TRAFFIC PROFILE** | |
| Peak Hour Direction Distribution | 2,400 |
| Traffic Growth/Year | 0.4% |
| **TRUCKS** | |
| Truck Percentage of ADT | 9% |
| Truck Percentage of Peak Hour | 2% |
| **LEVEL OF SERVICE** | |
| 2008 (Existing) | E* |
| 2035 (No Build) | E* |
| 2035 (Improved) | N/A |
| **VOLUME/CAPACITY RATIO** | |
| 2008 (Existing) | 0.703* |
| 2035 (No Build) | 0.769* |
| 2035 (Improved) | N/A |



*Derived from HCS ARTPLAN 2009

# Segment 7 ~ *PM 18.45 – 19.80*




Segment 7 in the City of Newport Beach and is known locally as "Mariner's Mile" extending 1.35 miles from Dover Drive to SR 55. Traffic congestion is common as the area has many restaurants, art galleries, specialty shops, luxury automobile and yacht brokers that front the harbor and the inland side of SR 1.

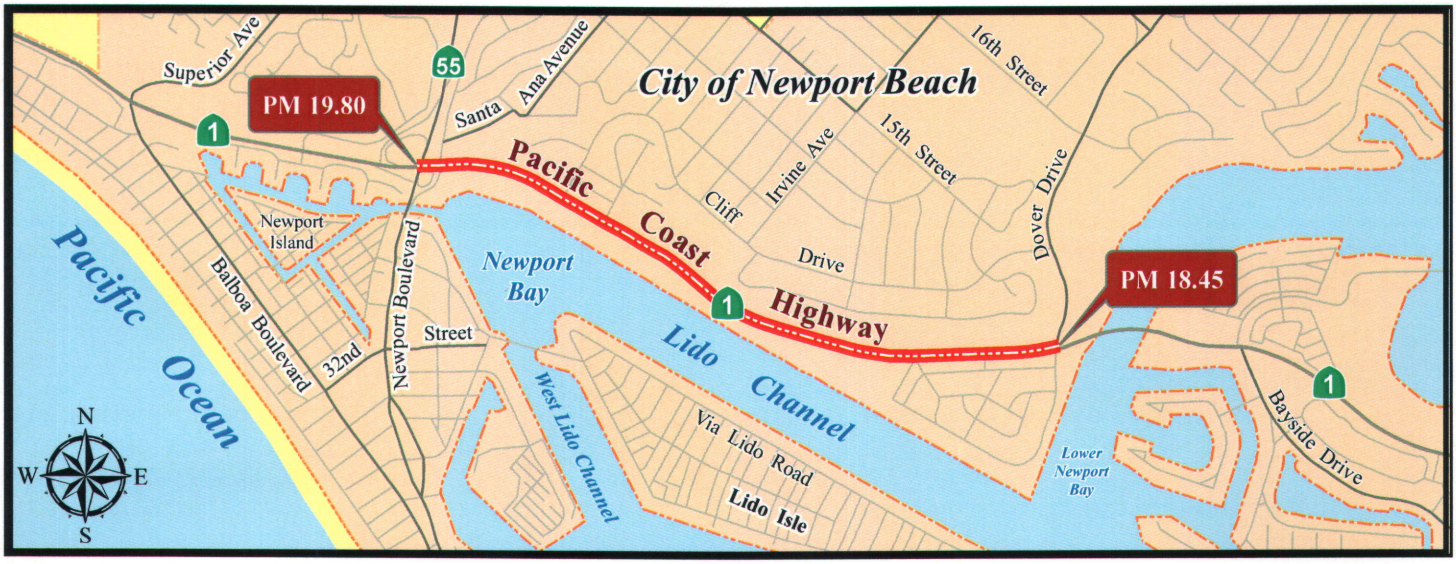
This segment is a 4/5-lane highway with on-street parking available throughout most of the area. There is a Class I bike path that extends from Dover Drive to Riverside Avenue, and a Class III bike lane from Dover to SR 55. OCTA has two bus routes that are available for users in this area: Bus Route 1 which runs the length of the segment and Bus Route 71 which intersects at SR 55.

No capacity expansion has been proposed by Caltrans for this area; however, the City's General Plan and the County Master Plan of Arterial Highways calls for this segment to be six lanes in the future. As properties redevelop the City has required additional setbacks to accommodate a future widening. The City is also in the preliminary planning process of developing a conceptual plan that adds one additional westbound through lane from 0.1 mile east of the SR 55 overcrossing to the gorepoint of the southbound SR-55 to westbound SR 1 offramp. The vision for this segment is to reduce or combine access points when and where feasible. Bus turnouts and the elimination or reduction of on-street parking would benefit operations and reduce disruptions of traffic flow. There is potential for a new Park and Ride lot adjacent to PCH in between SR 55 and Old Newport Blvd on a parcel that is owned by Caltrans that could accommodate up to 30 parking spaces. ADA improvements are currently being planned and constructed as funding becomes available. These improvements include sidewalk upgrades, improved curb cuts at intersections and upgraded pedestrian signals. Coast Community College District is the Lead Agency on a proposed project to construct a pedestrian overcrossing located at PM 19.1.

Planned and Programmed Highway Improvement Projects

| PM/Location | Improvement | Project Type |
|---|---|---|
| 19.00 / Between Tustin and Dover | Pedestrian bridge overcrossing | Local |
| Various | Preventative maintenance to pavement needs | SHOPP |
| Length of segment | MPAH build-out from Secondary to Major Arterial | Unfunded MPAH |

# Segment 7 ~ *PM 18.45 – 19.80*




| NON-MOTORIZED | REGIONAL RAIL |
|---|---|
| Class I and Class III | Amtrak and Metrolink operate inland with the nearest stations 8-10 miles away in Tustin, Santa Ana and Irvine. |
| **PARK and RIDE** | **BUS ROUTES** |
| Nearest facility is the Newport Transportation Center approximately 3 miles to the south. | OCTA – Route 1 and 71 |

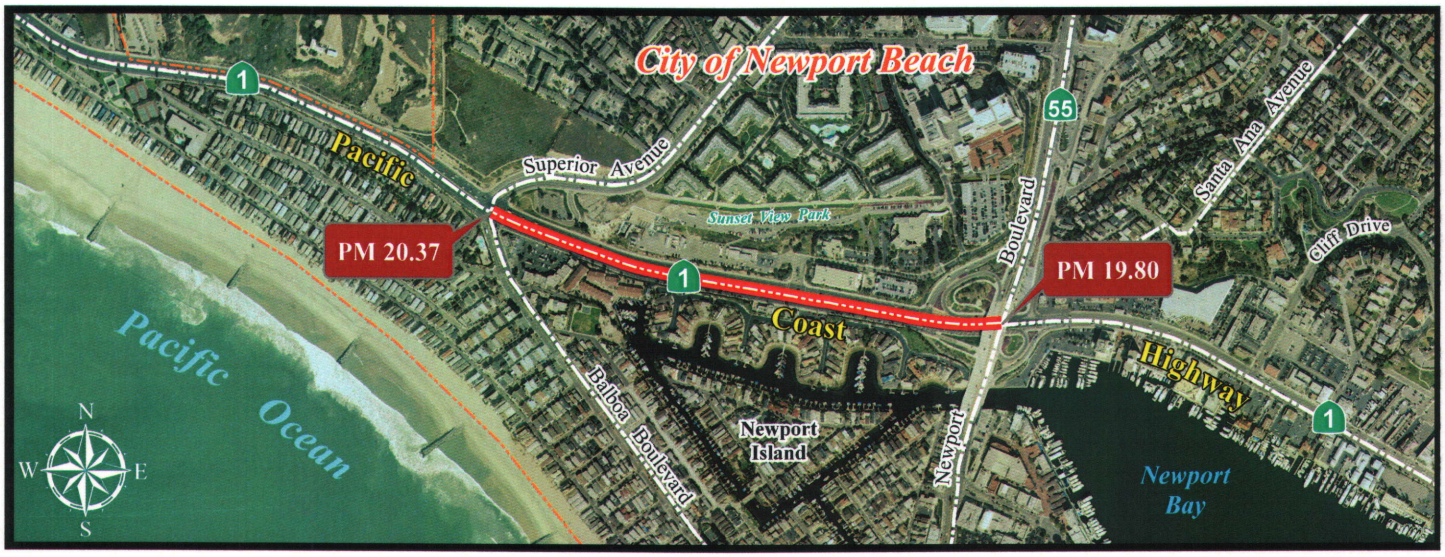
| PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **Direction** | **SB** | **NB** |
| Number of Lanes | 2 | 2-3 |
| Lane Widths | 12' | 12' |
| Inside Shoulder Type | Paved | N/A |
| Inside Shoulder Width | 0' | 0' |
| Outside Shoulder Type | Paved | Paved |
| Outside Shoulder Width | 0-20' | 8-10' |
| Sidewalks | Yes | Partial |
| On-Street Parking | Yes | Yes |
| Median Type | Paved | |
| Median Width | 0' | |
| Terrain | Flat | |
| Divided / Undivided | Divided | |
| Posted Speed Limit | 40 | |
| Number of Signalized Intersections | 3 | |
| Pavement Condition | Good Condition | |

| SYSTEM DESIGNATIONS | |
|---|---|
| State Scenic Highway | Eligible |
| MPAH Designation (future) | Major Arterial |
| Federal Designation | Other Principal Arterial |
| Local Coastal Program | No |

| ANNUAL AVERAGE DAILY TRAFFIC | |
|---|---|
| Current | 50,000 |
| 2035 | 55,000 |
| **PEAK HOUR VOLUMES** | |
| Current | 4,100 |
| 2035 | 4,500 |
| **TRAFFIC PROFILE** | |
| Peak Hour Direction Distribution | 2,250 |
| Traffic Growth/Year | 0.4% |
| **TRUCKS** | |
| Truck Percentage of ADT | 9% |
| Truck Percentage of Peak Hour | 2% |
| **LEVEL OF SERVICE** | |
| 2008 (Existing) | F* |
| 2035 (No Build) | F* |
| 2035 (Improved) | F* |
| **VOLUME/CAPACITY RATIO** | |
| 2008 (Existing) | 1.449* |
| 2035 (No Build) | 1.595* |
| 2035 MPAH (Improved) | 1.062* |

*Derived from HCS ARTPLAN 2009

# Segment 8 ~ *PM 19.80 – 20.37*




Segment 8 is in the City of Newport Beach extending approximately ½ mile from SR 55 to Superior Avenue. Year round weekend and summertime congestion is common as the area attracts tourists and residents to the many popular beachside destinations. The one intersection in the middle of the segment provides access to the Hoag Memorial Hospital Presbyterian campus, which treats nearly 30,000 inpatients and 350,000 outpatients annually. The campus consists of two acute-care hospitals, seven health centers and a network for more than 1,300 physicians, 5,000 employees and 2,000 volunteers.

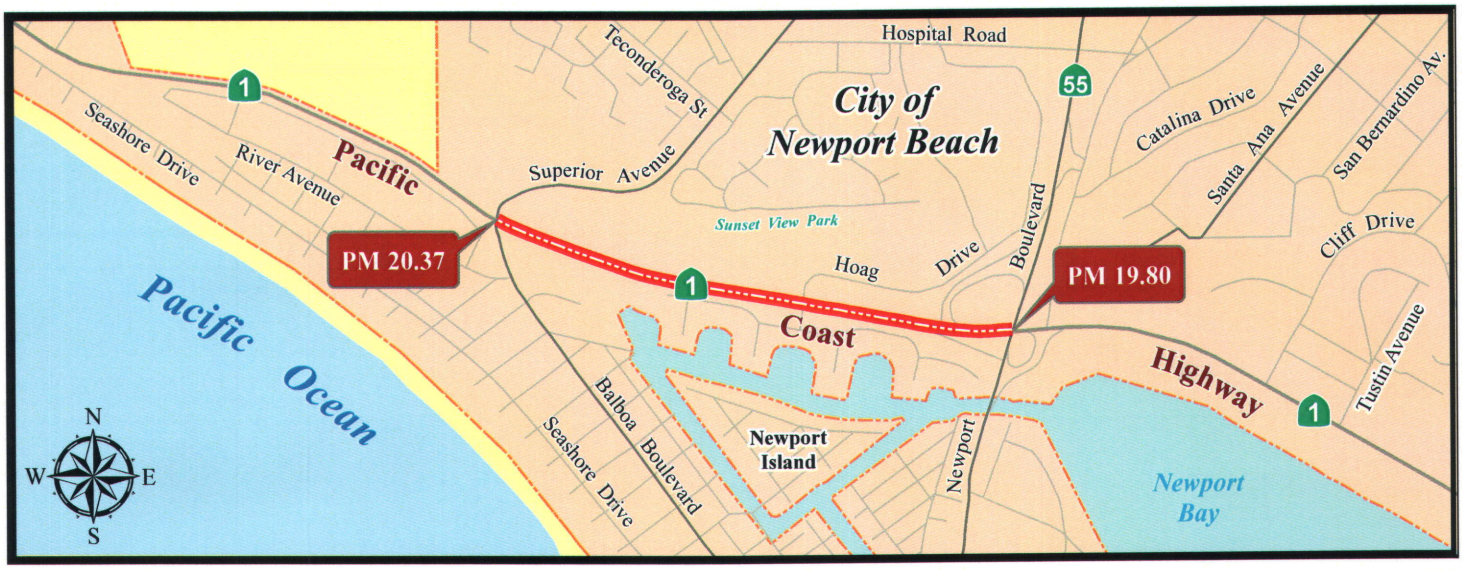
This segment is a 6/7-lane highway with Class I and Class II bike facilities available for the entire segment. On-street parking is not available. OCTA has three bus routes that are available: Bus Routes 1 and 71 which run the length of the segment, and Bus Route 47 which intersects at Superior Avenue.

There are no planned improvements for Segment 9; however, impacts from future development may require future capacity expansion or operational improvements. ADA improvements are currently being planned and constructed as funding becomes available. These improvements include sidewalk upgrades, improved curb cuts at intersections and upgraded pedestrian signals.

Planned and Programmed Highway Improvement Projects

| PM/Location | Improvement | Project Type |
|---|---|---|
| Various | Preventative maintenance to pavement needs | SHOPP |
| 19.80-20.37 / Between SR 55 and Superior Ave | Repair curb sidewalk and driveways | HMP |

# Segment 8 ~ *PM 19.80 – 20.37*




| NON-MOTORIZED | REGIONAL RAIL |
|---|---|
| Class I and II | Amtrak and Metrolink operate inland with the nearest stations 10-12 miles away in Tustin, Santa Ana and Irvine. |
| **PARK and RIDE** | **BUS ROUTES** |
| Nearest facility is the Newport Transportation Center approximately 5 miles to the south. | OCTA – Route 1, 47 and 71 |

| PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **Direction** | **SB** | **NB** |
| Number of Lanes | 3 | 4 |
| Lane Widths | 12' | 12' |
| Inside Shoulder Type | Paved | Paved |
| Inside Shoulder Width | 0' | 0' |
| Outside Shoulder Type | Paved | Paved |
| Outside Shoulder Width | 0-8' | 0-8' |
| Sidewalks | Yes | Yes |
| On-Street Parking | No | No |
| Median Type | Raised Curb | |
| Median Width | 2-14' | |
| Terrain | Flat | |
| Divided / Undivided | Divided | |
| Posted Speed Limit | 45 | |
| Number of Signalized Intersections | 1 | |
| Pavement Condition | Good Condition | |

| SYSTEM DESIGNATIONS | |
|---|---|
| State Scenic Highway | Yes |
| MPAH Designation (future) | Major Arterial |
| Federal Designation | Other Principal Arterial |
| Local Coastal Program | No |

| ANNUAL AVERAGE DAILY TRAFFIC | |
|---|---|
| Current | 43,000 |
| 2035 | 48,800 |
| **PEAK HOUR VOLUMES** | |
| Current | 4,400 |
| 2035 | 4,950 |
| **TRAFFIC PROFILE** | |
| Peak Hour Direction Distribution | 2,400 |
| Traffic Growth/Year | 0.6% |
| **TRUCKS** | |
| Truck Percentage of ADT | 9% |
| Truck Percentage of Peak Hour | 2% |
| **LEVEL OF SERVICE** | |
| 2008 (Existing) | C* |
| 2035 (No Build) | C* |
| 2035 (Improved) | N/A |
| **DENSITY** | |
| 2008 (Existing) | 22.3* |
| 2035 (No Build) | 24.5* |
| 2035 (Improved) | N/A |

*Derived from HCS 2010 Multilane

# Segment 9 ~ *PM 20.37 – 21.45*


Segment 9 is in the City of Newport Beach extending approximately 1 mile from Superior Avenue to the west end of the Santa Ana River Bridge. This segment of PCH serves both tourists and residents alike as it provides access to many popular beachside destinations and provides a link between the communities of Huntington Beach and Newport Beach.

This segment is a 6-lane highway with some on-street parking available on the inland side of the facility from Prospect Street to Highland Street. There is a Class I bike path that extends the length of the segment with a Class II bike lane available from Superior Avenue to Orange Street and a Class III bike route from Orange Street to the end of the segment. OCTA has three bus routes that are available for users in this area: Bus Route 1 which runs the length of the segment and Bus Routes 47 and 71 which intersect at Superior Avenue.

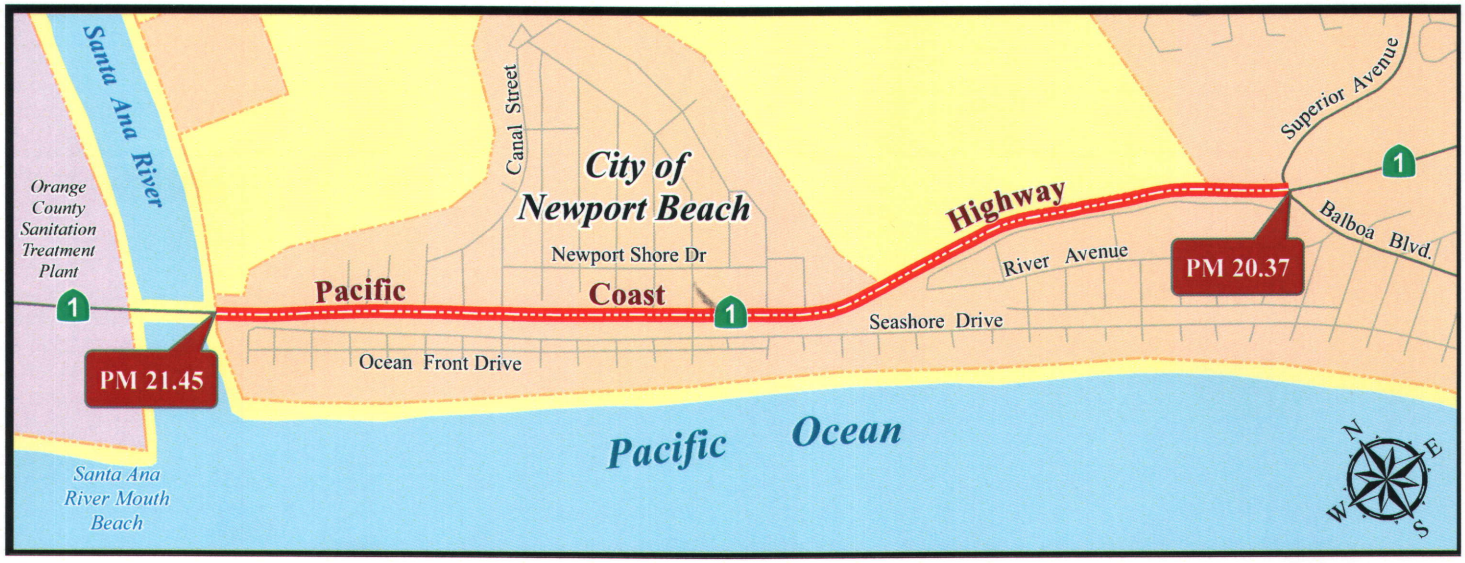
A local development project proposes a bicycle/ pedestrian bridge approximately 300 yards south of 61st Street. The bridge will cross existing State right-of-way; however, if constructed, it would eliminate potential for pedestrian/vehicular conflicts without adversely impacting the operations or capacity on SR 1.

There are no planned improvements for Segment 9; however, impacts from future development may require future capacity expansion or operational improvements. The vision for this segment is to reduce or combine access points when and where feasible. Bus turnouts and the elimination or reduction of on-street parking would benefit operations and reduce disruptions of traffic flow. ADA improvements are currently being planned and constructed as funding becomes available. These improvements include sidewalk upgrades, improved curb cuts at intersections and upgraded pedestrian signals.

Planned and Programmed Highway Improvement Projects

| Location | Improvement | Project Type |
|---|---|---|
| Various | Preventative maintenance to pavement needs | SHOPP |

# Segment 9 ~ *PM 20.37 – 21.45*




| NON-MOTORIZED | REGIONAL RAIL |
|---|---|
| Class I, II, and III | Amtrak and Metrolink Operates inland with the nearest stations 10-12 miles away in Tustin, Santa Ana and Irvine. |
| **PARK and RIDE** | **BUS ROUTES** |
| Newport Transportation Center 6 miles to the south and South Coast Plaza 6 miles inland | OCTA – Route 1, 47, and 71 |

| PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **Direction** | **SB** | **NB** |
| Number of Lanes | 3 | 3 |
| Lane Widths | 11' | 11' |
| Inside Shoulder Type | Paved | Paved |
| Inside Shoulder Width | 0' | 0' |
| Outside Shoulder Type | Paved | Paved |
| Outside Shoulder Width | 0-8' | 0-8' |
| Sidewalks | Yes | Yes |
| On-Street Parking | No | Yes |
| Median Type | Paved/Raised Curb | |
| Median Width | 2-14' | |
| Terrain | Flat | |
| Divided / Undivided | Divided | |
| Posted Speed Limit | 50 | |
| Number of Signalized Intersections | 3 | |
| Pavement Condition | Good Condition | |

| SYSTEM DESIGNATIONS | |
|---|---|
| State Scenic Highway | Yes |
| MPAH Designation (future) | Major Arterial |
| Federal Designation | Other Principal Arterial |
| Local Coastal Program | No |

| ANNUAL AVERAGE DAILY TRAFFIC | |
|---|---|
| Current | 37,000 |
| 2035 | 41,500 |
| **PEAK HOUR VOLUMES** | |
| Current | 3,550 |
| 2035 | 4,000 |
| **TRAFFIC PROFILE** | |
| Peak Hour Direction Distribution | 1,950 |
| Traffic Growth/Year | 0.6% |
| **TRUCKS** | |
| Truck Percentage of ADT | 9% |
| Truck Percentage of Peak Hour | 2% |
| **LEVEL OF SERVICE** | |
| 2008 (Existing) | B* |
| 2035 (No Build) | C* |
| 2035 (Improved) | N/A |
| **DENSITY** | |
| 2008 (Existing) | 18.0* |
| 2035 (No Build) | 20.2* |
| 2035 (Improved) | N/A |

*Derived from HCS 2010 Multilane

# Segment 10 ~ *PM 21.45 – 23.74*


Segment 10 is in the City of Huntington Beach and extends 2.3 miles from the west end of the Santa Ana River Bridge to SR 39. This segment of PCH serves both tourists and residents alike and provides the only four entrances to the two mile long Huntington State Beach. At the southernmost end of the State Park is the Huntington Beach Wetlands, which is operated by the California Department of Fish and Game. This 114-acre refuge is home to the California Least Tern, a Federally endangered species, as well as an abundance of other wildlife.

This segment is a 6-lane highway without on-street parking. There is a Class III bike route that extends the length of the segment and an adjacent Class I bike path within the State Park. OCTA has four bus routes that are available for users in this area: Bus Route 1 which runs the length of the segment, Bus Route 35 which intersects at Brookhurst Street, Bus Route 33 which intersects at Magnolia Street, and Bus Route 29 which intersects at SR 39.

Due to limited right-of-way, fiscal and environmental constraints, no capacity expansion is proposed for this segment. ADA improvements are currently being planned and constructed as funding becomes available. These improvements include sidewalk upgrades, improved curb cuts at intersections and upgraded pedestrian signals.

Planned and Programmed Highway Improvement Projects

| PM/Location | Improvement | Project Type |
|---|---|---|
| 23.10-23.74 / Between Magnolia Ave and SR 39 | Adjust traffic control devices | SHOPP |
| 23.70 / Between Newland Ave and SR 39 | Wetland mitigation | Minor B |
| 23.70-23.74 / Between Newland Ave and SR 39 | RHMA type G overlay | HMP |
| Various | Preventative maintenance to pavement needs | SHOPP |

# Segment 10 ~ *PM 21.45 – 23.74*


| NON-MOTORIZED | REGIONAL RAIL |
|---|---|
| Class I and Class III | Amtrak and Metrolink operate inland with the nearest station 10 miles away in Santa Ana |
| **PARK and RIDE** | **BUS ROUTES** |
| Newport Transportation Center 1.5 miles to the south. King of Glory Church 5 miles inland. | OCTA – Route 1, 33, 35, and 29 |

| PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **Direction** | **SB** | **NB** |
| Number of Lanes | 3 | 3 |
| Lane Widths | 12' | 12' |
| Inside Shoulder Type | Paved | Paved |
| Inside Shoulder Width | 0-3' | 0-3' |
| Outside Shoulder Type | Paved | Paved |
| Outside Shoulder Width | 8' | 8' |
| Sidewalks | No | No |
| On-Street Parking | No | No |
| Median Type | Paved | |
| Median Width | 8-20' | |
| Terrain | Flat | |
| Divided / Undivided | Divided | |
| Posted Speed Limit | 55 | |
| Number of Signalized Intersections | 3 | |
| Pavement Condition | Good Condition | |

| SYSTEM DESIGNATIONS | |
|---|---|
| State Scenic Highway | Yes |
| MPAH Designation (future) | Major Arterial |
| Federal Designation | Principal Arterial |
| Local Coastal Program | Yes |

| ANNUAL AVERAGE DAILY TRAFFIC | |
|---|---|
| Current | 42,000 |
| 2035 | 47,000 |
| **PEAK HOUR VOLUMES** | |
| Current | 4,100 |
| 2035 | 4,600 |
| **TRAFFIC PROFILE** | |
| Peak Hour Direction Distribution | 2,255 |
| Traffic Growth/Year | 0.6% |
| **TRUCKS** | |
| Truck Percentage of ADT | 2% |
| Truck Percentage of Peak Hour | 2% |
| **LEVEL OF SERVICE** | |
| 2008 (Existing) | B* |
| 2035 (No Build) | C* |
| 2035 (Improved) | N/A |
| **DENSITY** | |
| 2008 (Existing) | 17.0* |
| 2035 (No Build) | 19.1* |
| 2035 (Improved) | N/A |

*Derived from HCS 2010 Multilane

# Segment 11 ~ *PM 23.74 – 25.89*


Segment 11 is in the City of Huntington Beach extending 2.15 miles from SR 39 to Goldenwest Street. This segment of PCH serves both tourists and residents alike and is the primary access to Huntington State Beach and the Main Street/Huntington Beach Pier area. Thousands of people are attracted daily to this segment and during the summer months can experience severe congestion. In July of every year the City hosts the U.S. Open of Surfing competition and often draws crowds of nearly 500,000 people for the weeklong event.

This segment is a 4-6 lane highway with on-street parking available at various locations in the Pier area. There is a Class I bikeway on the seaward side of SR 1 that extends the length of the segment directly adjacent to Caltrans right-of-way. In the Main Street/Huntington Beach Pier area there is a Class II facility from Huntington Street to 6th Street. OCTA has four routes that are available for users in this area: Route 1 which runs the length of the segment, Routes 25, 172, and 173 which traverse the Main Street/Huntington Beach Pier area, and Route 29 which begins/ends at SR 39.

Due to limited right of way, fiscal and environmental constraints, no capacity expansion is proposed for Segment 11. The vision for this segment is to reduce or combine access points when and where feasible. Bus turnouts and the elimination or reduction of on-street parking would benefit operations and reduce disruptions of traffic flow. The OCTA Bicycle Strategic Plan proposes a Class II facility from Huntington Street to Goldenwest Street. The entire length of Segment 11 will be improved to meet ADA standards.

Planned and Programmed Highway Improvement Projects

| PM/Location | Improvement | Project Type |
|---|---|---|
| Various | Replace traffic signal heads and pedestrian heads | Minor B |
| 25.90-25.89 / Between SR 39 and Goldenwest Street | Drainage improvements | SHOPP |
| 25.90-25.89 / Between SR 39 and Goldenwest Street | Capital preventative maintenance – Resurface pavement | SHOPP |
| Length of segment | MPAH build-out from Primary to Major Arterial | Unfunded MPAH |

# Segment 11 ~ *PM 23.74 – 25.89*


| NON-MOTORIZED | REGIONAL RAIL |
|---|---|
| Class I extends the length of the segment. Class II from Huntington Street to 6th Street. | Amtrak and Metrolink operate inland with the nearest stations 10-12 miles away in Santa Ana, Buena Park, and Orange. |
| **PARK and RIDE** | **BUS ROUTES** |
| Goldenwest Transportation Center approximately 5 miles inland. | OCTA – Route 1, 25, 29, 172, and 173 |

| PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **Direction** | **SB** | **NB** |
| Number of Lanes | 2 to 3 | 2 to 3 |
| Lane Widths | 12 | 12 |
| Inside Shoulder Type | Paved | Paved |
| Inside Shoulder Width | 0 | 0 |
| Outside Shoulder Type | Paved | Paved |
| Outside Shoulder Width | 8' | 8' |
| Sidewalks | Yes | Partial |
| On-Street Parking | Yes | Yes |
| Median Type | Paved | |
| Median Width | 6-20' | |
| Terrain | Flat | |
| Divided / Undivided | Divided | |
| Posted Speed Limit | 35 | |
| Number of Signalized Intersections | 8 | |
| Pavement Condition | No Distress Observed | |

| SYSTEM DESIGNATIONS | |
|---|---|
| State Scenic Highway | Yes |
| MPAH Designation (future) | Major Arterial |
| Federal Designation | Other Principal Arterial |
| Local Coastal Program | Yes |

| ANNUAL AVERAGE DAILY TRAFFIC | |
|---|---|
| Current | 37,000 |
| 2035 | 41,000 |
| **PEAK HOUR VOLUMES** | |
| Current | 4,000 |
| 2035 | 4,400 |
| **TRAFFIC PROFILE** | |
| Peak Hour Direction Distribution | 2,200 |
| Traffic Growth/Year | 0.4% |
| **TRUCKS** | |
| Truck Percentage of ADT | 2% |
| Truck Percentage of Peak Hour | 2% |
| **LEVEL OF SERVICE** | |
| 2008 (Existing) | F* |
| 2035 (No Build) | F* |
| 2035 (Improved) | F* |
| **VOLUME/CAPACITY RATIO** | |
| 2008 (Existing) | 0.765* |
| 2035 (No Build) | 0.902* |
| 2035 MPAH (Improved) | 0.902* |

*Derived from HCS ARTPLAN 2009

# Segment 12 ~ *PM 25.89 – 29.89*


The majority of segment 12 is in the City of Huntington Beach extending 4 miles from Goldenwest Street to Warner Avenue. The northernmost half mile lies within Unincorporated Orange County. This segment of PCH serves both tourists and residents alike and is the primary access to Bolsa Chica State Beach and the 300-acre Bolsa Chica Ecological Reserve.

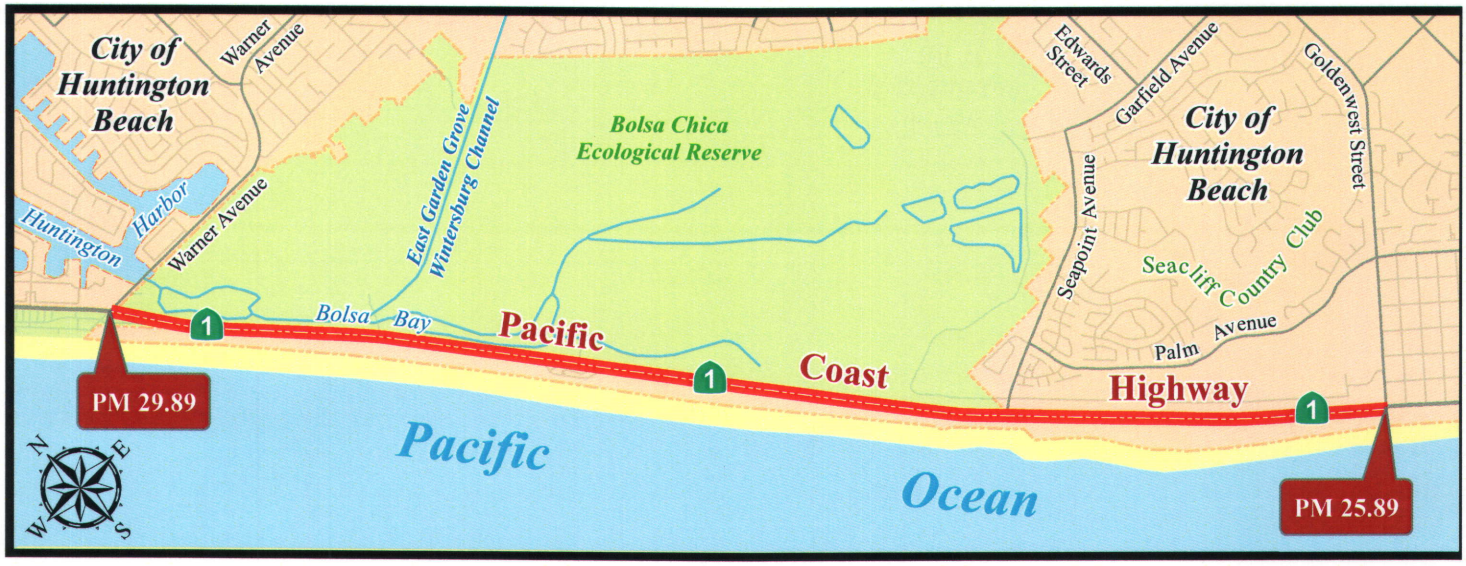
This segment is a 4-lane highway without on-street parking. There is a Class I bikeway on the seaward side of SR 1 that extends the length of the segment directly adjacent to Caltrans right-of-way. OCTA has three routes that are available for users in this area: Route 1 which runs the length of the segment, and Routes 21, 70, and 72 which intersect SR 1 at Warner Avenue.

Due to limited right of way, fiscal and environmental constraints, no capacity expansion is proposed for Segment 12. The vision for this segment is to reduce or combine access points when and where feasible. Bus turnouts and the elimination or reduction of on-street parking would benefit operations and reduce disruptions of traffic flow. The entire length of Segment 12 will be improved to meet ADA standards, and the OCTA Bicycle Strategic Plan proposes a Class II facility for the length of the segment.

Planned and Programmed Highway Improvement Projects

| PM/Location | Improvement | Project Type |
|---|---|---|
| Various | Replace traffic signal heads and pedestrian heads | Minor B |
| 25.90-29.89 / Between Goldenwest Street and Warner Ave | Drainage improvements | SHOPP |
| 25.90-29.89 / Between Goldenwest Street and Warner Ave | Capital preventative maintenance – Resurface pavement | SHOPP |
| 28.70-29.70 / Between Seapoint St and Warner Ave | Remove temporary K-rails and replace 500 feet of metal beam guardrail | Minor B |
| Length of segment | MPAH build-out from Secondary to Major Arterial | Unfunded MPAH |

# Segment 12 ~ *PM 25.89 – 29.89*




| NON-MOTORIZED | REGIONAL RAIL |
|---|---|
| Class I extends the length of the segment. | Amtrak and Metrolink operates inland with the nearest stations 10-12 miles away in Santa Ana, Buena Park, and Orange. |
| **PARK and RIDE** | **BUS ROUTES** |
| Goldenwest Transportation Center approximately 5 miles inland. | OCTA – Route 1, 21, 70, an 72 |

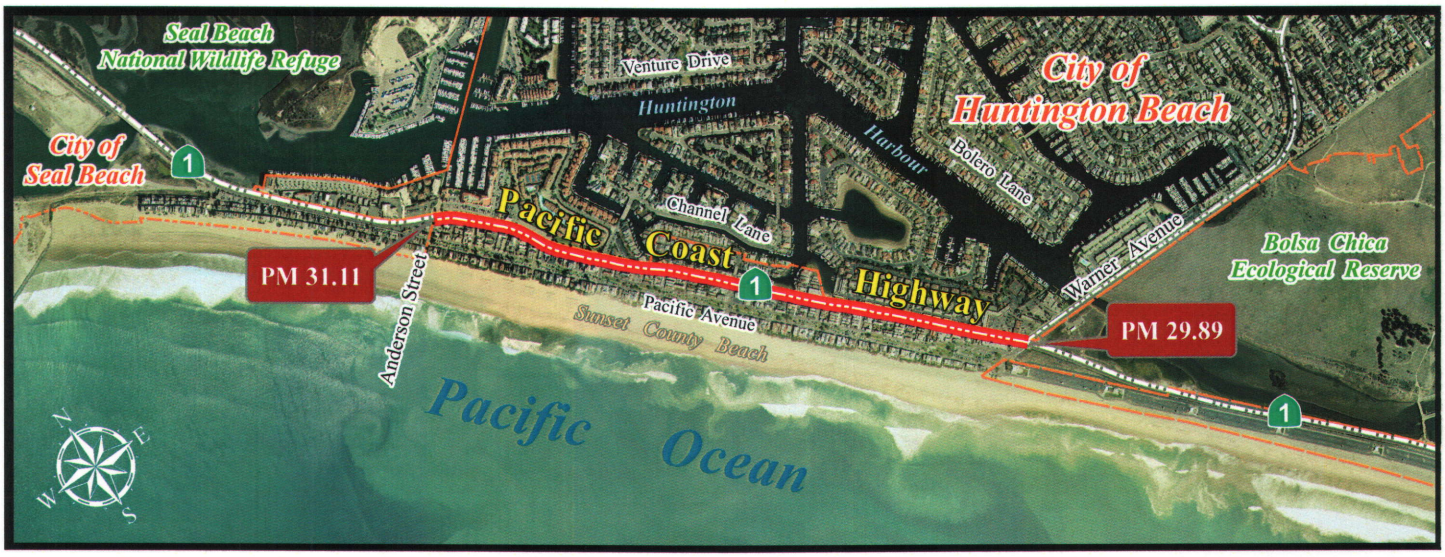
| PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **Direction** | **SB** | **NB** |
| Number of Lanes | 2 | 2 |
| Lane Widths | 12 | 12 |
| Inside Shoulder Type | Paved | Paved |
| Inside Shoulder Width | 0 | 0 |
| Outside Shoulder Type | Paved | Paved |
| Outside Shoulder Width | 8' | 8' |
| Sidewalks | Yes | Partial |
| On-Street Parking | Yes | Yes |
| Median Type | Paved | |
| Median Width | 6-20' | |
| Terrain | Flat | |
| Divided / Undivided | Divided | |
| Posted Speed Limit | 55 | |
| Number of Signalized Intersections | 3 | |
| Pavement Condition | No Distress Observed | |

| SYSTEM DESIGNATIONS | |
|---|---|
| State Scenic Highway | Yes |
| MPAH Designation (future) | Major Arterial |
| Federal Designation | Other Principal Arterial |
| Local Coastal Program | Yes |

| ANNUAL AVERAGE DAILY TRAFFIC (Year) | |
|---|---|
| Current | 37,000 |
| 2035 | 41,000 |
| **PEAK HOUR VOLUMES** | |
| Current | 4,000 |
| 2035 | 4,400 |
| **TRAFFIC PROFILE** | |
| Peak Hour Direction Distribution | 2,200 |
| Traffic Growth/Year | 0.4% |
| **TRUCKS** | |
| Truck Percentage of ADT | 1% |
| Truck Percentage of Peak Hour | 1% |
| **LEVEL OF SERVICE** | |
| 2008 (Existing) | C* |
| 2035 (No Build) | D* |
| 2035 (Improved) | B* |
| **DENSITY** | |
| 2008 (Existing) | 24.3* |
| 2035 (No Build) | 26.6* |
| 2035 MPAH (Improved) | 17.7* |

*Derived from HCS 2010 Multilane

# Segment 13 ~ *PM 29.89 – 31.11*




Segment 13 is in Unincorporated Orange County, but commonly called "Sunset Beach", extending 1.2 miles from Warner Avenue to Anderson Street. Year round weekend and summertime congestion is common as this segment provides access to popular beachside destinations, as well as the 680 acre residential development of Huntington Harbor.

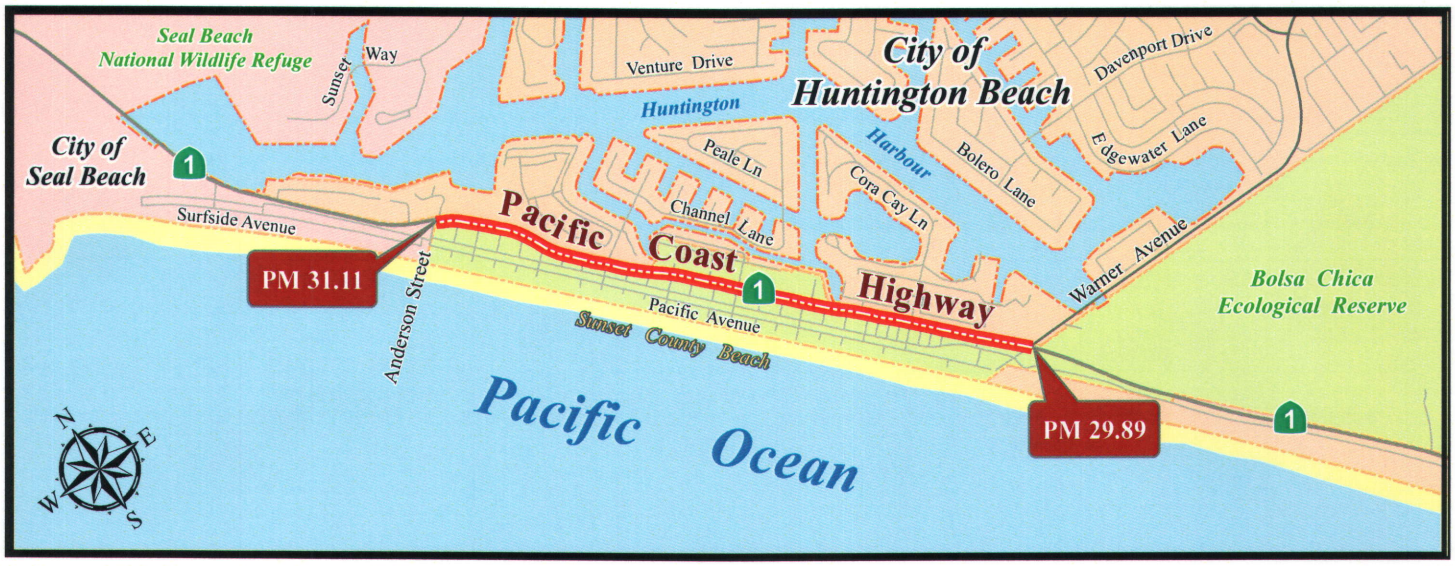
This segment is a 4-lane highway with limited on-street parking available. There is not a designated bicycle facility within Caltrans right-of-way in this segment; however, there is a parallel Class I bike path located one block in on the seaward side of SR 1. OCTA has four bus routes that are available for users in this area: Bus Route 1 which runs the length of the segment and Bus Routes 70, 72, and 21 which intersect at Warner Avenue.

Due to limited right-of-way, fiscal and environmental constraints, no capacity expansion is proposed for Segment 13. The vision for this segment is to reduce or combine access points when and where feasible. Bus turnouts and the elimination or reduction of on-street parking would benefit operations and reduce disruptions of traffic flow. ADA improvements are currently being planned and constructed as funding becomes available. These improvements include sidewalk upgrades, improved curb cuts at intersections and upgraded pedestrian signals. The OCTA Bicycle Strategic Plan proposes a Class II facility through the entire length of this segment.

Planned and Programmed Highway Improvement Projects

| PM/Location | Improvement | Project Type |
|---|---|---|
| Various | Preventative maintenance to pavement needs | SHOPP |
| 29.89-31.11 / Between Warner Avenue to Anderson St | Drainage improvements | SHOPP |
| 29.89-31.11 / Between Warner Avenue to Anderson St | Pavement resurfacing | SHOPP |

# Segment 13 ~ *PM 29.89 – 31.11*




| NON-MOTORIZED | REGIONAL RAIL |
|---|---|
| Class I facility one block on the beachside | Amtrak and Metrolink operate inland with the nearest stations 10-12 miles away in Santa Ana, Buena Park, and Orange. |
| **PARK and RIDE** | **BUS ROUTES** |
| Goldenwest Transportation Center and West ED approximately 5 miles inland. | OCTA – Route 1, 70, 72, and 21 |

| PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **Direction** | **SB** | **NB** |
| Number of Lanes | 2 | 2 |
| Lane Widths | 12' | 12' |
| Inside Shoulder Type | Paved | Paved |
| Inside Shoulder Width | 0' | 0' |
| Outside Shoulder Type | Paved | Paved |
| Outside Shoulder Width | 8' | 8' |
| Sidewalks | Partial | Yes |
| On-Street Parking | Yes | Yes |
| Median Type | Paved | |
| Median Width | 12-16' | |
| Terrain | Flat | |
| Divided / Undivided | Divided | |
| Posted Speed Limit | 35 | |
| Number of Signalized Intersections | 10 | |
| Pavement Condition | No Distress Observed | |

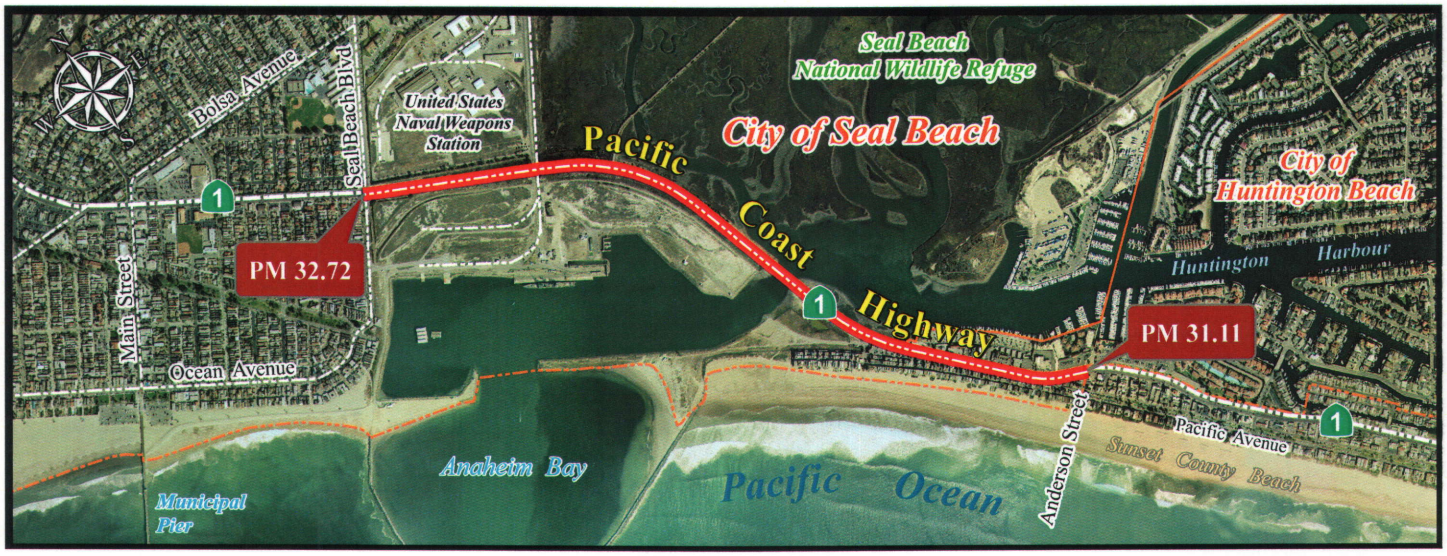
| SYSTEM DESIGNATIONS | |
|---|---|
| State Scenic Highway | Yes |
| MPAH Designation (future) | Primary Arterial |
| Federal Designation | Other Principal Arterial |
| Local Coastal program | Yes |

| ANNUAL AVERAGE DAILY TRAFFIC | |
|---|---|
| Current | 47,000 |
| 2035 | 52,000 |
| **PEAK HOUR VOLUMES** | |
| Current | 4,100 |
| 2035 | 4,550 |
| **TRAFFIC PROFILE** | |
| Peak Hour Direction Distribution | 2,250 |
| Traffic Growth/Year | 0.4% |
| **TRUCKS** | |
| Truck Percentage of ADT | 2% |
| Truck Percentage of Peak Hour | 2% |
| **LEVEL OF SERVICE** | |
| 2008 (Existing) | F* |
| 2035 (No Build) | F* |
| 2035 (Improved) | N/A |
| **VOLUME/CAPACITY RATIO** | |
| 2008 (Existing) | 1.405* |
| 2035 (No Build) | 1.461* |
| 2035 (Improved) | N/A |



*Derived from HCS ARTPLAN 2009

# Segment 14 ~ *PM 31.11 – 32.72*




Segment 14 is in the City of Seal Beach extending 1.6 miles from Anderson Street to Seal Beach Boulevard. This segment primarily serves as a connector between the communities of Seal Beach and Sunset Beach/Huntington Beach. On the inland side of SR 1 in this area is the 5.25 acre Naval Weapon Station Seal Beach which is a United States Navy weapons and munitions loading, storage and maintenance facility. Within the boundaries of the Weapons Station is the Seal Beach National Wild Refuge which encompasses 911 acres of remnant saltwater marsh in the Anaheim Bay estuary and serves as a significant stopover and wintering area along the Pacific Flyway for shorebirds.

This segment is a 4-lane highway without on-street parking and has a Class II bike route that extends the length of the segment. OCTA has two bus routes that are available for users in this area: Bus Route 1 which runs the length of the segment and Bus Route 42 which intersects at Seal Beach Boulevard.

Due to limited right-of-way, fiscal and environmental constraints, no capacity expansion is proposed for Segment 14. The vision for this segment is to reduce or combine access points when and where feasible. ADA improvements are currently being planned and constructed as funding becomes available. These improvements include sidewalk upgrades, improved curb cuts at intersections and upgraded pedestrian signals.

Planned and Programmed Highway Improvement Projects

| Location | Improvement | Project Type |
|---|---|---|
| Various | Preventative maintenance to pavement needs | SHOPP |
| 31.50-32.50 / Between Anderson St and Seal Beach Blvd | Plant Establishment at Anaheim Bay Bridge | Minor B |
| 31.11-32.72 / Between Anderson St and Seal Beach Blvd | Drainage improvements | SHOPP |
| 31.11-32.72 / Between Anderson St and Seal Beach Blvd | Pavement resurfacing | SHOPP |

# Segment 14 ~ *PM 31.11 – 32.72*


| NON-MOTORIZED | REGIONAL RAIL |
|---|---|
| Class II facility thru segment | Amtrak and Metrolink Operate inland with the nearest stations 10-12 miles away in Santa Ana, Buena Park, and Orange. |
| **PARK and RIDE** | **BUS ROUTES** |
| Goldenwest Transportation Center and West ED approximately 5 miles inland | OCTA – Route 1 and 42 |

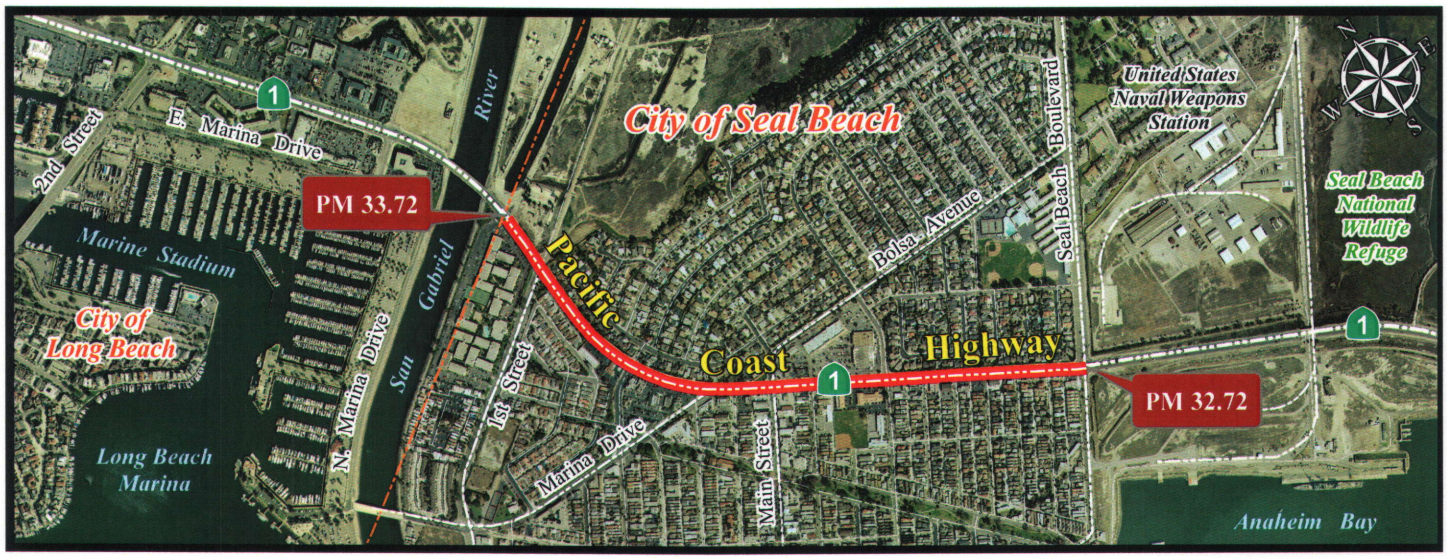
| PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **Direction** | **SB** | **NB** |
| Number of Lanes | 2 | 2 |
| Lane Widths | 12' | 12' |
| Inside Shoulder Type | Paved | Paved |
| Inside Shoulder Width | 0-4' | 0-4' |
| Outside Shoulder Type | Paved | Paved |
| Outside Shoulder Width | 8' | 8' |
| Sidewalks | Partial | Partial |
| On-Street Parking | No | No |
| Median Type | Paved | |
| Median Width | 12' | |
| Terrain | Flat | |
| Divided / Undivided | Divided | |
| Posted Speed Limit | 55 | |
| Number of Signalized Intersections | 1 | |
| Pavement Condition | No Distress Observed | |

| SYSTEM DESIGNATIONS | |
|---|---|
| State Scenic Highway | Yes |
| MPAH Designation (future) | Primary Arterial |
| Federal Designation | Other Principal Arterial |
| Local Coastal Program | No |

| ANNUAL AVERAGE DAILY TRAFFIC | |
|---|---|
| Current | 42,000 |
| 2035 | 46,600 |
| **PEAK HOUR VOLUMES** | |
| Current | 3,950 |
| 2035 | 4,400 |
| **TRAFFIC PROFILE** | |
| Peak Hour Direction Distribution | 2,150 |
| Traffic Growth/Year | 0.4% |
| **TRUCKS** | |
| Truck Percentage of ADT | 2% |
| Truck Percentage of Peak Hour | 2% |
| **LEVEL OF SERVICE** | |
| 2008 (Existing) | D* |
| 2035 (No Build) | D* |
| 2035 (Improved) | N/A |
| **DENSITY** | |
| 2008 (Existing) | 27.0* |
| 2035 (No Build) | 30.0* |
| 2035 (Improved) | N/A |

*Derived from HCS 2010 Multilane

# Segment 15 ~ *PM 32.72 – 33.72*




Segment 15 is in the City of Seal Beach extending 1 mile from the Seal Beach Boulevard to the Orange/Los Angeles County line which lies approximately 100 feet before the San Gabriel River Bridge. This segment of PCH serves both residents and tourists alike as it provides the only access to the popular beaches, Main Street, and pier areas of Seal Beach.

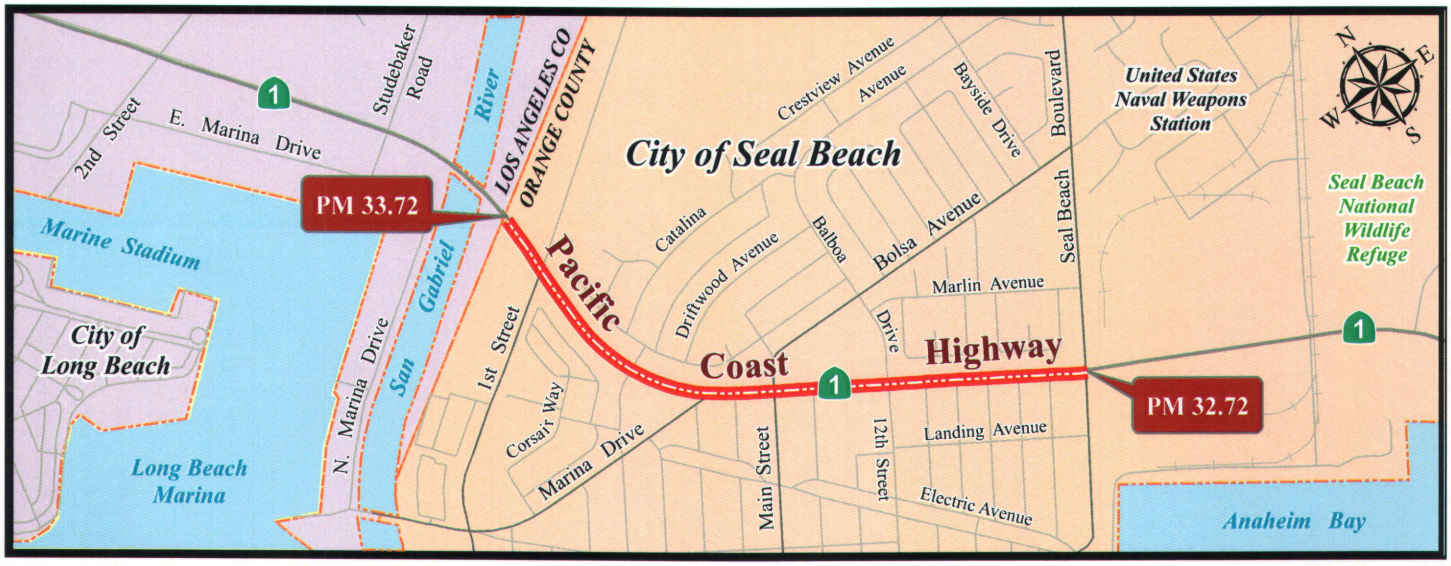
This segment is a 4-lane highway with some on-street parking available and a Class II bike route that extends the length of the segment. Long Beach Transit has bus routes 131 and 171 that serves this segment from the county line to the Main Street area. OCTA also has two bus routes that are available: Bus Route 1 which runs the length of the segment and Bus Route 42 which intersects at Seal Beach Boulevard.

Due to limited right-of-way, fiscal and environmental constraints, no capacity expansion is proposed for Segment 15. The vision for this segment is to reduce or combine access points when and where feasible. Bus turnouts and the elimination or reduction of on-street parking would benefit operations and reduce disruptions of traffic flow. ADA improvements are currently being planned and constructed as funding becomes available. These improvements include sidewalk upgrades, improved curb cuts at intersections and upgraded pedestrian signals.

Planned and Programmed Highway Improvement Projects

| Location | Improvement | Project Type |
|---|---|---|
| Various | Preventative maintenance to pavement needs | SHOPP |
| 32.72-33.70 / Between Seal Beach Blvd and San Gabriel River Bridge | Drainage improvements | SHOPP |
| 32.72-33.70 / Between Seal Beach Blvd and San Gabriel River Bridge | Pavement resurfacing | SHOPP |

# Segment 15 ~ *PM 32.72 – 33.72*




| NON-MOTORIZED | REGIONAL RAIL |
|---|---|
| Class II facility thru segment | Amtrak and Metrolink operate inland with the nearest stations 10-12 miles away in Santa Ana, Buena Park, and Orange. |
| **PARK and RIDE** | **BUS ROUTES** |
| Goldenwest Transportation Center and West ED approximately 5 miles inland | OCTA – Route 1 and 42<br>Long Beach Transit – Route 131 and 171 |

| PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **Direction** | **SB** | **NB** |
| Number of Lanes | 2 | 2 |
| Lane Widths | 10-12' | 10-12' |
| Inside Shoulder Type | Paved | Paved |
| Inside Shoulder Width | 0' | 0' |
| Outside Shoulder Type | Paved | Paved |
| Outside Shoulder Width | 8' | 8' |
| Sidewalks | Yes | Yes |
| On-Street Parking | Yes | Yes |
| Median Type | Paved | |
| Median Width | 12' | |
| Terrain | Flat | |
| Divided / Undivided | Divided | |
| Posted Speed Limit | 40 | |
| Number of Signalized Intersections | 5 | |
| Pavement Condition | Good Condition | |

| SYSTEM DESIGNATIONS | |
|---|---|
| State Scenic Highway | Yes |
| MPAH Designation (future) | Primary Arterial |
| Federal Designation | Other Principal Arterial |
| Local Coastal Program | No |

| ANNUAL AVERAGE DAILY TRAFFIC | |
|---|---|
| Current | 41,000 |
| 2035 | 45,500 |
| **PEAK HOUR VOLUMES** | |
| Current | 3,950 |
| 2035 | 4,400 |
| **TRAFFIC PROFILE** | |
| Peak Hour Direction Distribution | 2,150 |
| Traffic Growth/Year | 0.4% |
| **TRUCKS** | |
| Truck Percentage of ADT | 2% |
| Truck Percentage of Peak Hour | 2% |
| **LEVEL OF SERVICE** | |
| 2008 (Existing) | F* |
| 2035 (No Build) | F* |
| 2035 (Improved) | N/A |
| **VOLUME/CAPACITY RATIO** | |
| 2008 (Existing) | 1.197* |
| 2035 (No Build) | 1.319* |
| 2035 (Improved) | N/A |

*Derived from HCS ARTPLAN 2009

# APPENDIX

# Glossary of Acronyms

AB – Assembly Bill

ADA – Americans with Disabilities Act

CAT – Climate Action Team

CSMP – Corridor System Management Plan

CVC – California Vehicle Code

DSMP – District System Management Plan

EO – Executive Order

GHG – Greenhouse Gas

HMP – Highway Maintenance Project

I – Interstate

LD/IGR – Local Development/Intergovernmental Review

LOS – Level of Service

MPAH – Master Plan of Arterial Highways

NB – Nortbound

OCEMA – Orange County Environmental Management Agency

OCTA – Orange County Transportation Authority

PCH – Pacific Coast Highway

PID – Project Initiation Document

SB – Southbound

SHOPP – State Highway Operations and Protection Program

SHS – State Highway System

SR – State Route

TCA- Transportation Corridor Agencies

TCR – Transportation Concept Report

TSDP – Transportation System Development Plan

TSM – Transportation System Management

# Appendix B
# Table 1.1 ~ Bicycle Facilites on SR 1

| Segment | State Bicycle Facility | | | | | | | | Parallel Bicycle Facility | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Sub-Segment | Post Mile | Location Description | Access Prohibited | Facility Type | Shoulder Width | Facility Description | Posted Speed Limit | Parallel Facility Present | Name | Location Description | Class |
| 1 | A | 0.13-0.96 | I-5 Junction to San Juan Creek Bridge | No | None | None | No Designated Facility | 50 | No | None | None | None |
| 2 | A | 4.77-6.73 | Dana Point/Laguna Beach City Limit to Wesley Drive | No | None | 8-10' | No Designated Facility | 40 | No | None | None | None |
| | B | 6.73-9.42 | Wesley Drive to SR 133 | No | III | 8-10' | Signed on-road | 40 | No | None | None | None |
| 3 | A | 9.42-11.36 | SR-133 to Laguna Beach city limit | No | III | 8-10' | Signed on-road | 35-50 | No | None | None | None |
| 4 | A | 11.36-13.44 | Laguna Beach city limit to Newport Beach city limit | No | None | 8' | No Designated Facility | 50 | No | None | None | None |
| 5 | A | 13.44-14.10 | Newport Beach city limit to Newport Coast Drive | No | II | 2-8' | Striped lanes on-road | 55 | Yes | Crystal Cove State Park | Paved off-road within State Park | I |
| 6 | A | 17.40-18.45 | Jamboree Road to Dover Drive | No | II and III | 4-6' | Striped and signed lanes on-road | 50 | Yes | Bayside Drive | Striped lane on-road from Bayside Drive to Jamboree | II |
| 7 | A | 18.45-19.51 | Dover Drive to Riverside Avenue | No | III | 8-10' | Signed on-road | 40 | Yes | Riverside Avenue | Striped lane on-road from Dover Drive to Riverside Avenue | II |
| | B | 19.51-19.80 | Riverside Avenue to SR 55 | No | I | 0-20' | Paved off-road | 40 | No | None | None | None |
| 8 | A | 19.80-20.37 | SR 55 to Superior Avenue | No | I and II | 0-8' | Paved off-road and striped lanes on-road | 45 | Yes | Balboa Boulevard | Striped lane on-road from Superior to 32nd Street | II |
| 9 | A | 20.37-21.27 | Superior Avenue to Orange Street | No | I and II | 0-8' | Paved off-road and striped lanes on-road | 50 | Yes | Seashore Drive | Striped lane on-road from 47th Street to Orange Avenue | II |
| | B | 21.27-21.45 | Orange Street to Santa Ana River Bridge | No | I and III | 0-8' | Paved off-road and signed on-road | 50 | Yes | Seashore Drive | Striped lane on-road from Orange Avenue to Summit Street | II |

| Segment | State Bicycle Facility | | | | | | | | Parallel Bicycle Facility | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Sub-Segment | Post Mile | Location Description | Access Prohibited | Facility Type | Shoulder Width | Facility Description | Posted Speed Limit | Parallel Facility Present | Name | Location Description | Class |
| 10 | A | 21.45-23.74 | Santa Ana River Bridge to SR 39 | No | III | 8' | Signed on-road | 55 | Yes | Huntington Beach Bike Trail | Paved off-road within the State Beach | I |
| 11 | A | 23.74-24.26 | SR 39 to Huntington Street | No | None | 8' | No Designated Facility | 55 | Yes | Huntington Beach Bike Trail | Paved off-road within the City Beach | I |
| | B | 24.26-24.92 | Huntington Street to 7th Street | No | II | 8' | Striped lanes on-road | 55 | Yes | Huntington Beach Bike Trail | Paved off-road within the City Beach | I |
| | C | 24.92-25.89 | 7th Street to Goldenwest Street | No | None | 8' | No Designated Facility | 55 | Yes | Huntington Beach Bike Trail | Paved off-road within the City Beach | I |
| 12 | A | 25.89-29.89 | Goldenwest Street to Warner Avenue | No | None | 8' | No Designated Facility | 55 | Yes | Huntington Beach Bike Trail | Paved off-road within the City Beach | I |
| 13 | A | 29.89-31.11 | Warner Avenue to Anderson Street | No | None | 8' | No Designated Facility | 35 | Yes | Pacific Avenue | Paved off-road | I |
| 14 | A | 31.11-32.72 | Anderson Street to Seal Beach Boulevard | No | II | 8' | Striped lanes on-road | 55 | No | None | None | None |
| 15 | A | 32.72-33.60 | Seal Beach Boulevard to 1st Street | No | II | 8' | Striped lanes on-road | 40 | Yes | Electric Avenue | Striped lane on-road from Seal Beach Blvd to Marina Drive | II |
| | B | 33.60-33.72 | 1st Street to Orange/Los Angeles county limits | No | None | 8' | No Designated Facility | 40 | Yes | Marina Avenue | Striped lane on-road from Electric Avenue to Orange/Los Angeles county limits | II |

# Appendix C
## Table 1.2 ~ Pedestrian Facilities on SR 1

| Segment | Sub-Segment | Post mile | Location Description | Access Prohibited | Sidewalk Present | Sidewalk Width | Facility Description | Alternate Facility |
|---|---|---|---|---|---|---|---|---|
| 1 | A | 0.13-0.96 | I-5 Junction to San Juan Creek Bridge | Yes | No | None | No sidewalks present | None |
| 2 | A | 4.63-7.94 | Dana Point/Lagune Beach city limit to Ruby Street | No | Intermittent | 4-6' | Due to on street parking and R/W constraints the pedestrian facility is very disrupted | None |
| | B | 7.94-9.42 | Ruby Street to SR 133 | No | Yes | 4-12' | Continous sidewalks on both NB and SB sides of facility | Glenneyre Street |
| 3 | A | 9.42-10.53 | SR 133 to Ledroit Street | No | Yes | 2-10' | Continous sidewalks on both NB and SB sides of facility | None |
| | B | 10.53-11.36 | Ledroit Street to Laguna Beach city limit | No | No | None | No sidewalks present | None |
| 4 | A | 11.36-13.44 | Laguna Beach city limit to Newport Beach city limit | No | No | None | No sidewalks present | None |
| 5 | A | 13.34-14.10 | Newport Beach city limit to Newport Coast Drive | No | No | None | No sidewalks present | Bicycle/Pedestrian facility located within Crystal Cove State Park |
| 6 | A | 17.40-18.45 | Jamboree Road to Dover Drive | No | Yes | 4-12' | Continous sidewalks on both NB and SB sides of facility | None |
| 7 | A | 18.45-19.80 | Dover Drive to SR 55 | No | Yes | 4-14' | Continous sidewalks on both NB and SB sides of facility | Cliff Drive |
| 8 | A | 19.80-20.37 | SR 55 to Superior Avenue | No | Yes | 6-12' | Continous sidewalks on both NB and SB sides of facility | Balboa Boulevard |
| 9 | A | 20.37-21.45 | Superior Avenue to Santa Ana River Bridge | No | Yes | 3-12' | Continous sidewalks on both NB and SB sides of facility | Seashore Drive |
| 10 | A | 21.45-23.74 | Santa Ana River Bridge to SR 39 | No | No | None | No sidewalks present | Bicycle/Pedestrian facility located within Huntington State Beach |
| 11 | A | 23.74-25.16 | SR 39 to 11th Street | No | Yes | 4-14' | Continous sidewalks on both NB and SB sides of facility | Bicycle/Pedestrian facility located within Huntington City Beach |
| | B | 25.16-25.89 | 11th Street to Goldenwest Street | No | Yes | 4-10' | Continous sidewalks on NB side of facility. SB has no sidewalk present | Bicycle/Pedestrian facility located within Huntington City Beach |
| 12 | A | 25.89-29.89 | Goldenwest Street to Warner Avenue | No | No | None | No sidewalks present | Bicycle/Pedestrian facility located within Huntington City Beach |
| 13 | A | 29.89-31.11 | Warner Avenue to Anderson Street | No | Yes | 4-10' | Continous sidewalks on both NB and SB sides of facility | Pacific Avenue |
| 14 | A | 31.11-32.72 | Anderson Street to Seal Beach Boulevard | No | Intermittent | 4-6' | Due to on street parking and R/W constraints the pedestrian facility is very disrupted | None |
| 15 | A | 32.72-33.72 | Seal Beach Boulevard to Orange/Los Angeles county limits | No | Yes | 4-10' | Continous sidewalks on both NB and SB sides of facility | Electric/Marina Avenue |

# Appendix D
# Table 1.3 ~ Transit Facilities

| Segment | Mode & Collateral Facility | Name | Route End Points | Stations | |
|---|---|---|---|---|---|
| | | | | Locations | Transit Service |
| 1 | Rail | Amtrak: Pacific Surfliner | San Diego to San Luis Obispo | San Juan Capistrano and San Clemente | Amtrak, Metrolink, and OCTA |
| | | Metrolink: Inland Empire-Orange County | Oceanside to San Bernardino | San Clemente, San Juan Capistrano, and Laguna Niguel | Metrolink and OCTA |
| | | Metrolink: Orange County | Oceanside to Los Angeles | | |
| | Traditional Bus | OCTA Routes: 1, 91, 187, 191 | San Clemente to LongBeach, Laguna Hills to San Clemente, Laguna Hills to Dana Point, and Mission Viejo to San Clemente | No stops along route | OCTA |
| | Park & Ride | I-5 at Junipero Serra | N/A | San Juan Capistrano | OCTA |
| 2 | Rail | Amtrak: Pacific Surfliner | San Diego to San Luis Obispo | San Juan Capistrano | Amtrak, Metrolink, and OCTA |
| | | Metrolink: Inland Empire-Orange County | Oceanside to San Bernardino | San Juan Capistrano and Laguna Niguel | Metrolink and OCTA |
| | | Metrolink: Orange County | Oceanside to Los Angeles | | |
| | Traditional Bus | OCTA Routes: 1 and 89 | San Clemente to Long Beach and Mission Viejo to Laguna Beach | Multiple stops along route | OCTA |
| | | Laguna Beach Transit: Red, Blue, and Gray Lines | Dana Point to Laguna Beach | Multiple stops along route | Laguna Beach Transit |
| | Park & Ride | Newport Beach Transportation Center | N/A | Newport Beach | OCTA |
| 3 | Rail | Amtrak: Pacific Surfliner | San Diego to San Luis Obispo | Irvine and San Juan Capistrano | Amtrak, Metrolink, and OCTA |
| | | Metrolink: Inland Empire-Orange County | Oceanside to San Bernardino | Irvine, San Juan Capistrano and Laguna Niguel | Metrolink and OCTA |
| | | Metrolink: Orange County | Oceanside to Los Angeles | | |
| | Traditional Bus | OCTA Routes: 1 and 89 | San Clemente to Long Beach and Mission Viejo to Laguna Beach | Multiple stops along route | OCTA |
| | | Laguna Beach Transit: Gray Lines | Dana Point to Laguna Beach | Multiple stops along route | Laguna Beach Transit |
| | Park & Ride | Newport Beach Transportation Center | N/A | Newport Beach | OCTA |
| 4 | Rail | Amtrak: Pacific Surfliner | San Diego to San Luis Obispo | Irvine and San Juan Capistrano | Amtrak, Metrolink, and OCTA |
| | | Metrolink: Inland Empire-Orange County | Oceanside to San Bernardino | Irvine, San Juan Capistrano and Laguna Niguel | Metrolink and OCTA |
| | | Metrolink: Orange County | Oceanside to Los Angeles | | |
| | Traditional Bus | OCTA Routes: 1 | San Clemente to Long Beach | Multiple stops along route | OCTA |
| | Park & Ride | Newport Beach Transportation Center | N/A | Newport Beach | OCTA |
| 5 | Rail | Amtrak: Pacific Surfliner | San Diego to San Luis Obispo | Irvine and Santa Ana | Amtrak, Metrolink, and OCTA |
| | | Metrolink: Inland Empire-Orange County | Oceanside to San Bernardino | Tustin, Irvine and Santa Ana | Metrolink and OCTA |
| | | Metrolink: Orange County | Oceanside to Los Angeles | | |
| | Traditional Bus | OCTA Routes: 1 | San Clemente to Long Beach | Multiple stops along route | OCTA |
| | Park & Ride | Newport Beach Transportation Center | N/A | Newport Beach | OCTA |

| Segment | Mode & Collateral Facility | Name | Route End Points | Stations | |
|---|---|---|---|---|---|
| | | | | Locations | Transit Service |
| 6 | Rail | Amtrak: Pacific Surfliner | San Diego to San Luis Obispo | Irvine and Santa Ana | Amtrak, Metrolink, and OCTA |
| | | Metrolink: Inland Empire-Orange County | Oceanside to San Bernardino | Tustin, Irvine and Santa Ana | Metrolink and OCTA |
| | | Metrolink: Orange County | Oceanside to Los Angeles | | |
| | Traditional Bus | OCTA Routes: 1 and 55 | San Clemente to Long Beach and Santa Ana to Newport | Multiple stops along route | OCTA |
| | Park & Ride | Newport Beach Transportation Center | N/A | Newport Beach | OCTA |
| 7 | Rail | Amtrak: Pacific Surfliner | San Diego to San Luis Obispo | Irvine and Santa Ana | Amtrak, Metrolink, and OCTA |
| | | Metrolink: Inland Empire-Orange County | Oceanside to San Bernardino | Tustin, Irvine and Santa Ana | Metrolink and OCTA |
| | | Metrolink: Orange County | Oceanside to Los Angeles | | |
| | Traditional Bus | OCTA Routes: 1 and 71 | San Clemente to Long Beach and Yorba Linda to Newport | Multiple stops along route | OCTA |
| | Park & Ride | Newport Beach Transportation Center | N/A | Newport Beach | OCTA |
| 8 | Rail | Amtrak: Pacific Surfliner | San Diego to San Luis Obispo | Irvine and Santa Ana | Amtrak, Metrolink, and OCTA |
| | | Metrolink: Inland Empire-Orange County | Oceanside to San Bernardino | Tustin, Irvine and Santa Ana | Metrolink and OCTA |
| | | Metrolink: Orange County | Oceanside to Los Angeles | | |
| | Traditional Bus | OCTA Routes: 1, 47, and 71 | San Clemente to Long Beach, Fullerton to Newport Beach, and Yorba Linda to Newport | Multiple stops along route | OCTA |
| | Park & Ride | Newport Beach Transportation Center | N/A | Newport Beach | OCTA |
| 9 | Rail | Amtrak: Pacific Surfliner | San Diego to San Luis Obispo | Irvine and Santa Ana | Amtrak, Metrolink, and OCTA |
| | | Metrolink: Inland Empire-Orange County | Oceanside to San Bernardino | Tustin, Irvine and Santa Ana | Metrolink and OCTA |
| | | Metrolink: Orange County | Oceanside to Los Angeles | | |
| | Traditional Bus | OCTA Routes: 1, 47, and 71 | San Clemente to Long Beach, Fullerton to Newport Beach, and Yorba Linda to Newport | Multiple stops along route | OCTA |
| | Park & Ride | Newport Beach Transportation Center | N/A | Newport Beach | OCTA |
| 10 | Rail | Amtrak: Pacific Surfliner | San Diego to San Luis Obispo | Irvine and Santa Ana | Amtrak, Metrolink, and OCTA |
| | | Metrolink: Inland Empire-Orange County | Oceanside to San Bernardino | Tustin, Irvine and Santa Ana | Metrolink and OCTA |
| | | Metrolink: Orange County | Oceanside to Los Angeles | | |
| | Traditional Bus | OCTA Routes: 1, 29, 33, 35 | San Clemente to Long Beach, La Habra to Huntington Beach, and Fullerton to Huntington Beach | Multiple stops along route | OCTA |
| | Park & Ride | Newport Beach Transportation Center and King of Glory Lutheran Church | N/A | Newport Beach and Fountain Valley | OCTA |

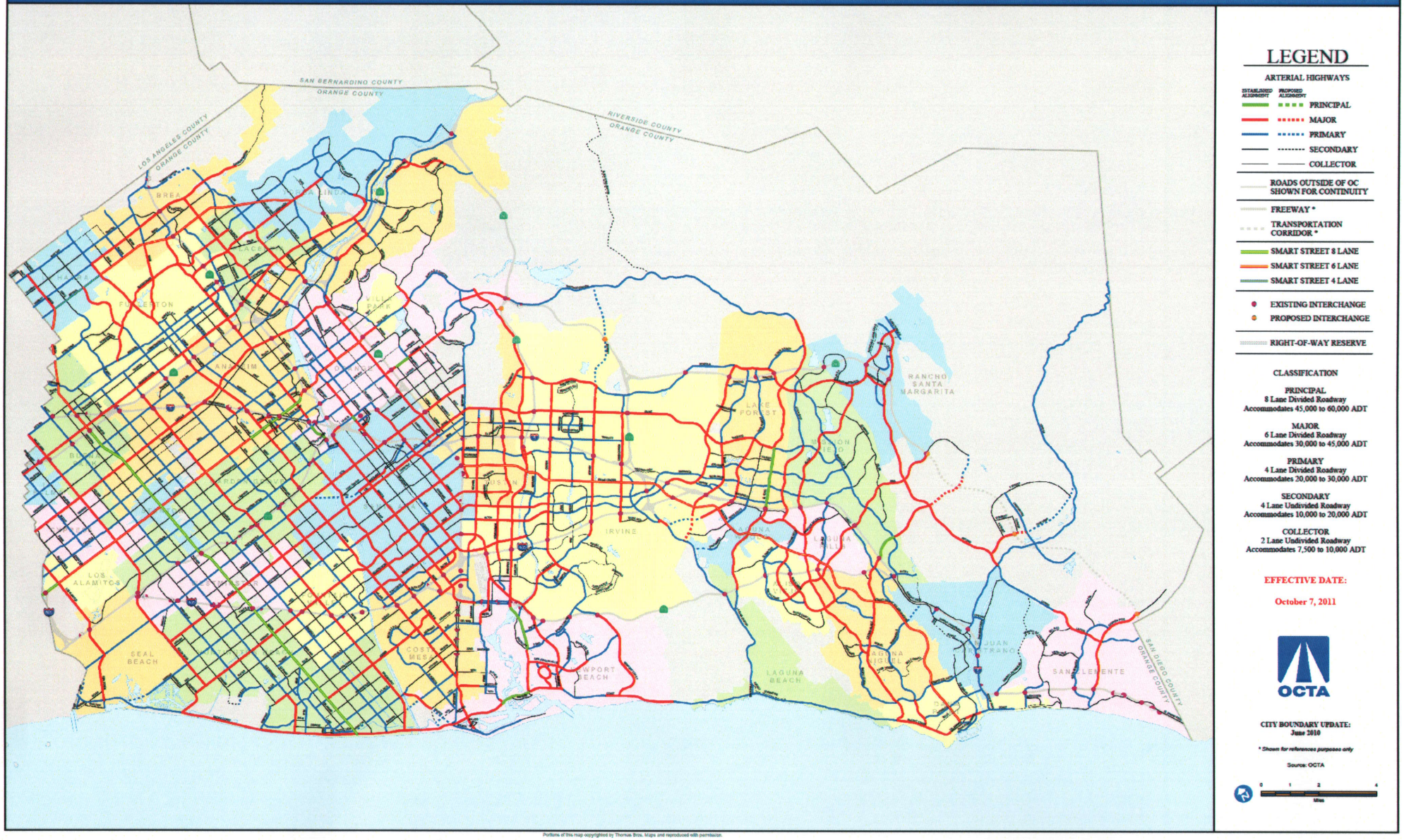
| Segment | Mode & Collateral Facility | Name | Route End Points | Stations | |
|---|---|---|---|---|---|
| | | | | Locations | Transit Service |
| 11 | Rail | Amtrak: Pacific Surfliner | San Diego to San Luis Obispo | Santa Ana | Amtrak and OCTA |
| | | Metrolink: Inland Empire-Orange County | Oceanside to San Bernardino | Santa Ana, Buena Park, and Orange | Amtrak, Metrolink, and OCTA |
| | | Metrolink: Orange County | Oceanside to Los Angeles | | |
| | Traditional Bus | OCTA Routes: 1, 25, 29, 172, and 173 | San Clemente to Long Beach, La Habra to Huntington Beach, Fullerton to Huntington Beach, and Huntington Beach to Costa Mesa | Multiple stops along route | OCTA |
| | Park & Ride | Goldenwest Transportation Center | N/A | Huntington Beach | OCTA |
| 12 | Rail | Amtrak: Pacific Surfliner | San Diego to San Luis Obispo | Santa Ana | Amtrak and OCTA |
| | | Metrolink: Inland Empire-Orange County | Oceanside to San Bernardino | Santa Ana, Buena Park, and Orange | Amtrak, Metrolink, and OCTA |
| | | Metrolink: Orange County | Oceanside to Los Angeles | | |
| | Traditional Bus | OCTA Routes: 1, 21, 70, and 72 | San Clemente to Long Beach, Fullerton to Huntington Beach, Sunset Beach to Tustin, | Multiple stops along route | OCTA |
| | Park & Ride | Goldenwest Transportation Center | N/A | Huntington Beach | OCTA |
| 13 | Rail | Amtrak: Pacific Surfliner | San Diego to San Luis Obispo | Santa Ana | Amtrak and OCTA |
| | | Metrolink: Inland Empire-Orange County | Oceanside to San Bernardino | Santa Ana, Buena Park, and Orange | Amtrak, Metrolink, and OCTA |
| | | Metrolink: Orange County | Oceanside to Los Angeles | | |
| | Traditional Bus | OCTA Routes: 1, 21, 70, and 72 | San Clemente to Long Beach, Fullerton to Huntington Beach, Sunset Beach to Tustin, | Multiple stops along route | OCTA |
| | Park & Ride | Goldenwest Transportation Centerand West ED | N/A | Huntington Beach and Los Alamitos | OCTA |
| 14 | Rail | Amtrak: Pacific Surfliner | San Diego to San Luis Obispo | Santa Ana | Amtrak and OCTA |
| | | Metrolink: Inland Empire-Orange County | Oceanside to San Bernardino | Santa Ana, Buena Park, and Orange | Amtrak, Metrolink, and OCTA |
| | | Metrolink: Orange County | Oceanside to Los Angeles | | |
| | Traditional Bus | OCTA Routes: 1 and 42 | San Clemente to Long Beach, Seal Beach to Orange | Multiple stops along route | OCTA |
| | Park & Ride | Goldenwest Transportation Center and West ED | N/A | Huntington Beach and Los Alamitos | OCTA |
| 15 | Rail | Amtrak: Pacific Surfliner | San Diego to San Luis Obispo | Santa Ana | Amtrak and OCTA |
| | | Metrolink: Inland Empire-Orange County | Oceanside to San Bernardino | Santa Ana, Buena Park, and Orange | Amtrak, Metrolink, and OCTA |
| | | Metrolink: Orange County | Oceanside to Los Angeles | | |
| | Traditional Bus | OCTA Routes: 1 and 42 | San Clemente to Long Beach, Seal Beach to Orange | Multiple stops along route | OCTA |
| | | Long Beach Transit Routes: 131 and 171 | Seal Beach to Long Beach | Multiple stops along route | Long Beach Transit |
| | Park & Ride | Goldenwest Transportation Center and West ED | N/A | Huntington Beach and Los Alamitos | OCTA |

# Appendix E
## Table 1.4 ~ SR 1 Environmental Scan

| Segment | Coastal Zone | Cultural Resources | Visual Aesthetics | Geology/ Soils/ Seismic | Floodplain | Hazardous Materials | Air Quality | | | | Noise | Waters and Wetlands | Special Status Species | Habitat Connectivity |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Ozone | PM 2.5 | PM 10 | CO | | | | |
| 1 | High | Medium | Medium | Medium | Low | Medium | High Non-Attainment | | | Medium Attainment/ Maintenance | Medium | High | High | High |
| 2 | | High | High | | | | | | | | | Medium | Medium | Low |
| 3 | | | | | | | | | | | | | | |
| 4 | | Medium | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | |
| 8 | | | | | Medium | | | | | | | | | |
| 9 | | | | | High | | | | | | | High | High | High |
| 10 | | High | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | | |
| 13 | | Medium | | | | | | | | | | | Medium | Low |
| 14 | | | Medium | | | | | | | | | | | |
| 15 | | | | | | | | | | | | | | |

# Appendix F

## Master Plan of Arterial Highways



# Appendix G
## Park & Ride Facilities


| No. | Name | Location |
|---|---|---|
| 1 | Brea Park and Ride | SR-57 @ Lambert Road, Brea |
| 2 | South Coast Plaza | Parking structure top level, Costa Mesa |
| 3 | King of Glory Lutheran Church | 10280 Slater Av, Fountain Valley |
| 4 | Mile Square Park | 16400 Brookhurst St, Fountain Valley |
| 5 | Fullerton Park and Ride | W. Orangethorpe Av & Magnolia Av, Fullerton |
| 6 | Golden West Transportation Center | Gothard St @ Center Av, Huntington Beach |
| 7 | Jeffrey Road Park and Ride | I-5 @ Jeffrey Rd, Irvine |
| 8 | Light of Christ Lutheran Church | 18182 Culver Dr @ Sandburg Wy, Irvine |
| 9 | University Park and Ride | SR-73 @ University Dr, Irvine |
| 10 | Laguna Hills Transportation Center | Paseo de Valencia @ Los Caballeros, Laguna Hills |
| 11 | Saddleback Valley Community Church | El Toro Rd and Portola Pkwy, Lake Forest |
| 12 | Grace Community Church | 26052 Trabuco Rd, Lake Forest |
| 13 | West ED | 4655 Lampson Av, Los Alamitos |
| 14 | Alicia Park | 23682 Via Linda @ Alicia Pkwy, Mission Viejo |
| 15 | Newport Beach Transportation Center | Avocado Av @ San Joaquin Hills Rd, Newport Beach |
| 16 | Lincoln Park and Ride | SR-55 @ Lincoln Av, Orange |
| 17 | I-5 at Junipero Serra | I-5 @ Junipero Serra Rd, San Juan Capistrano |
| 18 | I-5 at Junipero Serra | I-5 @ Junipero Serra Rd, San Juan Capistrano |
| 19 | Good Shepherd United Methodist Church | 8152 McFadden Av, Westminster |